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SATURDAY, JULY 23, 1927.

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BORODIN AGAIN.

RETURNS TO HANKOW BY LAUNCH.

QUIET ALONG YANGTZE.

Kiukiang, July 22.
Borodin has just arrived here from Kuling and has now proceeded up river in a Chinese steam launch. When he arrived he was accompanied by a lady, a Mrs. Prohne(?)—Naval Wireless.

Representations Made.

Chinkiang, July 22.
The Commissioner of Foreign Affairs has made representations to Marshal Chiang Kai-shek and to Mr. C. C. Wu regarding the occupation of foreign premises by Chinese troops.—Naval Wireless.

Conditions Unchanged.

Shanghai, July 22.
There is nothing to report here, and conditions remain unchanged at other Yangtze ports.—Naval Wireless.

RUSSIANS RELEASED.

Marshal Chiang's Action.

Shanghai, July 22.
It is officially stated that the six Russians arrested aboard the Henli on the 18th instant were to-day released by order of Chiang Kai-shek.—Reuter.

NANKING'S DENIAL.

Negotiations Proceeding.

Shanghai, July 22.
Referring to yesterday's Nanking message, both Chinese and foreigners are bewildered. Reuter's correspondent at Peking, replying, says that the Southern delegate is undoubtedly here and negotiations are proceeding, but not satisfactorily.—Reuter.
[The message referred to stated: "The Nanking News Bureau informs Reuter that the report from Peking that General Fang Pen-jen is negotiating a South and North compromise with Yang Yung-tung, is categorically denied by Chiang Kai-shek."]

WAR RESUMED.

Another Conference Called.

Shanghai, July 22.
Probably because of the failure of the Peace Parley in Peking the war on the Shantung front, according to Nanking reports, has been resumed. The 10th army under General Wang Tien-pei is reported to be pushing vigorously forward. General Wang returned to the front on the 18th and it is stated that orders for resumption of the general attack against Tsinan were given by Marshal Chiang Kai-shek on the 19th.
Peking telegrams indicate that the peace movement is still in progress but so far no definite results have been accomplished. General Yang Yung-tung, the Fengtien Chief of Staff entertained the Nanking and Shansi representatives, General Ho Ching-jui and Nan Kwai-ching, at a banquet the evening before.
Last evening Marshal Chiang Tso-lin called another conference of the Fengtien elder leaders to discuss the peace terms.—Wah Kiu Yat Po.

JUNK SINKS IN SQUALL.

FISHING BOAT RESCUES CREW.

A fishing boat, with five people on board, was swamped and sank in a squall when bound from Macao to Cheung Chau. All on board were rescued but the junk and cargo were lost.
According to the report of the master, Li Hang, he is the owner of trading junk No. 1394 and, when sailing between Cheung Chau and Macao, at three o'clock on the morning of July 21st, a heavy squall suddenly sprang up, causing the junk to capsize and throwing the occupants into the sea.
The crew managed to keep themselves afloat until fishing boat No. 3603 arrived on the scene and took them on board.
The value of the junk, which sank, is estimated to be \$225, and the value of cargo, \$400.

PLANES & RADIO IN BACKWOODS.

MEDICAL AID FOR LONELY AUSTRALIANS.

WITH FREE ATTENDANCE.

London, July 22.
An advanced and romantic system of giving medical aid in the isolated interior of Australia, will be put into operation shortly, as the result of co-operation between the British Medical Association and the Australian authorities.
Six doctors, receiving £800 to £1,000 each, with six aeroplanes, will wait at their stations for telegraph or wireless calls for aid.
The sick missions and eleven hospitals in the interior will thus be linked up.
The doctors will make no charge and the aeroplanes will be free of charge when used as ambulances.
The loneliest stockman can now call a doctor, who will arrive within a few hours.
The service is specially designed to deal with maternity cases in isolated parts.—British Wireless.

CABINET CONSIDERS GENEVA PARLEY.

BRITISH DELEGATES SUPPORTED.

London, July 22.
The Cabinet held its longest sitting since the days of the coal stoppage, to consider the problem arising from the Geneva naval conference, and only broke up because several Ministers had week-end engagements in the country.
The Ministers more directly concerned will meet again at the week-end, and also next week.
Delegates Supported.
Reuter learns authoritatively to-night that Mr. W. C. Bridgeman and Lord Cecil fully explained the position with regard to the naval conference at to-day's Cabinet meeting, and were assured of the Government's full and unanimous approval of the line they had taken.
They will return almost immediately to Geneva, after probably having further consultations with experts in London.—Reuter.

DID DEMPSEY HIT BELOW BELT?

WHAT SLOW-MOTION FILM REVEALS.

New York, July 22.
Mr. Matheson, one of the two fight judges, will report to the Boxing Commission that Sharkey was hit below the belt, and therefore Dempsey should be disqualified.
The referee, Mr. O'Sullivan, states that the blow was fairly delivered though he admits that Sharkey was hit several times previously below the belt, but not deliberately, and the blows were injurious.
Later.
The official slow-motion pictures showing the action in the seventh round of the Dempsey-Sharkey fight, reveal that the disputed blow was apparently quite fair.—Reuter's American Service.

PACIFIC FLIERS GET DECORATIONS.

D. F. C. FOR ARMY AIRMEN.

Washington, July 22.
Lieutenants Maitland and Hegenberger have received the Distinguished Flying Cross from Mr. Kellogg, representing President Coolidge, in recognition of their flight from San Francisco to Hawaii.—Reuter's American Service.

INDO-CHINA'S GOVERNOR.

HIS TERM EXTENDED.

Paris, July 22.
The Government has renewed the appointment of M. Varenne as Governor General of Indo-China, for ten months.—Reuter.

AERIAL THRILLS.

A MIMIC RAID ON LONDON.

MANY NEW STUNTS.

London, July 22.
The first Royal Air Force pageant, at Hendon, proved a greater draw than the Cup Final, it being estimated that a hundred thousand people were present to watch the breath-catching exhibitions of skill and daring.
Their Majesties the King and Queen, the King of Spain, the Duke of York, some of the ruling princes of India, members of the Cabinet, practically the whole of the diplomatic corps, High Commissioners and Indian nobles were in the royal enclosure.
A series of dramatic spectacles included a thrilling duel between two "gamecocks" which flew in all positions, amid the popping of machine-guns.
Vivid Daylight Attack.
Four squadrons participated in a vivid daylight attack on London and fighting aeroplanes engaged in an altitude race in which their pilots had to climb very fast for a quarter of an hour.
A diverting "turn" was the manoeuvre to music, in which the music from the ground was conveyed by microphone to the aircraft, which changed formation according to ideas expressed by the tunes, such as "here we go round the mulberry bush," "Rolling Home" and the "Froth-blowers Anthem."

A Pterodactyl.

New types of machines demonstrated included a single-seater "gamecock," with a speed of 162 miles per hour, at 10,000 feet attainable in five and a half minutes, as also the tailless "Pterodactyl," with the pilot's seat under the single wing and the propeller in the rear.
The final scene showed a realistically constructed native town from which Europeans sent out a distress signal on being attacked. The message is picked up by an aeroplane and sent by wireless to headquarters, which sent the bombers, who destroy the town.
Other aeroplanes let down parachutes with food and ammunition for the refugees. Later, reinforcements carry off the women and children to safety.

"Aerobatics."

There has never been so many fine displays of "aerobatics" as was witnessed at Hendon, and they were all carried out without the suggestion of a hitch.
The confidence and uncanny ability of our airmen left the mighty crowds breathless.
The papers again emphasise that, though there may be doubt as to machines and "records," the British airman comes an easy first among all his fellows for skill and courage—not to mention sportsmanship and sheer artistry.

SURE OF WONDERFUL TIME.

MR. AMERY'S COLONIAL TOUR.

London, July 22.
Mr. L. C. Amery, the Secretary for the Dominions, had a great send-off at Waterloo Station to-day, when he started on his six months' tour of the Empire.
He is going first from Southampton to South Africa, in the s.s. Arundel Castle.
Crowds of well-wishers thronged the platform. To Press representatives Mr. Amery declared, "I am sure I shall have a wonderful time, and come back rich in experience."—British Wireless.

THE FINANCE BILL PASSES.

BIG MAJORITY IN COMMONS.

London, July 22.
The House of Commons has passed the third reading of the Finance Bill, by 338 to 86.—Reuter.

TO-DAY.

Dollars on demand 1/11.5/16
Lighting-up 7.09 p.m.

TO THOSE WHO FELL IN BATTLE.

PILGRIMAGE TO YPRES SALIENT.

A MENIN ROAD MEMORIAL.

London, July 22.
A great pilgrimage to Flanders began to-day, when relatives who lost sons or husbands in the grim fighting in the Ypres Salient left London to witness the unveiling of the Menin Gate Memorial, on Sunday, by Field Marshal Lord Plumer.
On the Menin Gate, which has been built over the Menin Road, are inscribed the names of 58,000 men of the British Army who are buried in nameless graves.
It is estimated that 4,000 persons will make the journey to Menin Gate, and of these 700 women are being taken free through the good offices of patriotic organisations.
With Lord Plumer at the unveiling ceremony will be Sir George Grahame, the British Ambassador at Brussels, representing King George, and Sir Lamington Worthington-Evans, the Secretary for War, representing the British Government.—British Wireless.

To 1,000,000 Dead.

To-day, in Brussels, Field-marshal Earl Haig unveiled at the church of Saint Gudule, in Brussels, a memorial tablet to the million men of the British Empire who fell in Belgium during the war.
The simple, but impressive, ceremony was attended by the Belgian Crown Prince and leading Belgian officials.—British Wireless.

THE GERMAN STEEL TRUST.

HOW CENTRALISATION WORKS.

Berlin, July 22.
The efficacy of the nationalisation of industry, namely the elimination of unproductive intermediate manufacturing processes and the centralisation of mass production, is borne out by a statement of the German steel trust, showing that in the first year since its formation the trust produced 260,000,000 worth of goods, 224,000,000 worth being exported.
The trust is issuing two loans through American bankers, first one for G.\$30,000,000, in six-and-a-half per cent. debentures, and the second for G.\$42,500,000, simultaneously in America and European countries.—Reuter.

BIG GATHERING AT ROYAL PARTY.

FAREWELL TO PRINCE OF WALES.

London, July 22.
A Royal garden party was held at Buckingham Palace to-day. In previous years two garden parties have usually been given at the Palace during the season, about 6,000 invitations being issued for each, but for to-day's party over 10,000 invitations had been issued, and there was a record assemblage of distinguished guests.
The party was to some extent in the nature of a farewell to the Prince of Wales, who leaves for Canada to-morrow, with Prince George and the Premier.
The King of Egypt and President of Liberia were present.—British Wireless.

RUBBER RESTRICTION.

DIFFICULTIES OF COLONIAL OFFICE.

London, July 22.
What the Colonial Office at present was most concerned about was the degree of acceptance and the degree of criticism they had to meet with regard to the continuation of the Stevenson rubber restriction scheme, declared the Hon. Captain W. G. A. Ormsby-Gore at a banquet of rubber planters.
Upholding the correctness of the policy, he said he hoped to visit Malaya next year, and see the country which in many ways was one of the most remarkable examples of the economic expansion of British enterprise in the world.—Reuter.

COUNTY CRICKET.

FEW OUTSTANDING FIGURES.

KENT SKITTLED OUT.

Judging by the number of incomplete matches, rain must have interfered with the County fixtures which were commenced on Wednesday and concluded yesterday.
Hammond is still scoring well, though he missed his century mark. The outstanding performances were:—

Batting.

Hendren (Middlesex) 140
Hammond (Gloucester) 83
Brown (Hampshire) 81

Bowling.

Newman (Hampshire) 7 for 67
Kennedy (Hampshire) 6 for 77
Geary (Surrey) 6 for 50
Haig (Middlesex) 6 for 48
Partridge (Warwick) 4 for 11

HAMPSHIRE IN FORM.

Points Against Surrey.

Playing at Bournemouth, Hampshire defeated Surrey by nine wickets. The scores were:—
Surrey, 223 and 165.
Hampshire, 268 and 126 for one wicket.

In Surrey's first innings, Kennedy took six wickets for 77 runs, whilst in the second innings, Newman came off with the ball, taking seven wickets for 67 runs.
For Hampshire, Brown made 81. The most successful Surrey bowler was Geary, who took six wickets for 50 runs.

LEICESTER WIN.

Only Scant Details.

Playing at Brighton, Leicestershire defeated Sussex by three wickets. The scores were:—
Sussex, 223 and 177.
Leicester, 215 and 186 for seven wickets.

HAMMOND AGAIN.

Nearly Another Century.

Playing at Lords against Middlesex, Gloucester won on the first innings. The scores were:—
Gloucester, 275 and 301.
Middlesex, and 280 for nine wickets.
[The telegram is mutilated here.]
In Gloucester's first innings, Haig took six wickets for 48 runs. Hammond was in good form, making 83 in the first innings and 47 in the second.
For Middlesex, Hendren compiled 140.

LANCASHIRE'S POINTS.

A Manchester Match.

Playing at Manchester, Lancashire won points on the first innings against Northamptonshire. The scores were:—
Lancashire, 284 for 9 wickets (declared) and 142 for one wicket.
Northants, 267.

KENT'S LOW SCORE.

All Out for Seventy.

Playing at Tunbridge Wells against Warwickshire, Kent (according to what appears to be an incomplete telegram) were all out for seventy runs. The scores, as cabled, were:—
Kent, 70.
Warwick, 128 for three wickets.
The only details given is that Patridge took four wickets for eleven runs.

YORKSHIRE'S ADVANTAGE.

Against Lowly Worcester.

Playing at Worcester, Yorkshire gained a first innings' advantage over Worcestershire. The scores were:—
Yorkshire 328 and 18 for two wickets.
Worcester, 199.

VISITORS' MATCH.

An Incomplete Game.

Playing against the Army at Folkestone, the visiting New Zealanders were leading slightly when play closed. The scores were:—
New Zealanders, 184.
The Army, 179 for five wickets.
Reuter.

Bulls and Inners

From the Office Butts.

Commercial candour.—The label of a tin of jam served in a Kowloon boarding house stated thereon "Branches Everywhere."

At a wedding in England recently, members of the St. John Ambulance Brigade made an archway of wooden splints. Suppose by now, the bridegroom has frequently murmured, "... Crutches life!"

According to the usual Monday morning placards, most sports have a weak ending.

Local fish prices indicate that scales are weighing heavier than heretofore.

Rents cause many a tear in the pocket.

The aping of monarchical institutions is the apex of de-mock-racy.

In the hot weather ladies usually wear voile. Voila!

A bat from the belfry. Is it a financial affront to sit in the back of a bus?

It cannot always be said that looking through a pair of spectacles lessens enchantment to the view.

We are all artists when it comes to drawing—our salary.

Naval orchestras are now the fashion, but how can a Vindictive band be Delhi-tul?

If wishes were mausers, shroffs would fly.

The height of disappointment. The local froth-blower, who after walking up the Peak, arrived in the hotel bar breathless and exhausted, at the very moment two fellow members were raising their foaming beakers.

The local resident who endeavoured to persuade his steed to enter the briny at Repulse Bay, had probably never heard that "You can lead a horse to the water, but you cannot make him drink!"

Officers of the C.N.C. are not taken off the articles, but articles have been taken off the officers at Kowloon Wharf according to Police reports.

The Japan boycott case appears to lacquer finish.

Many flyers are crossing the Atlantic, but the other ocean remains Pacific.

The collapse of a house coincided with a property sale when 111 others were knocked down for 1 1/2 millions. No wonder!

Husbands are people who work out their own lubrication.

The revision of the Book of Common Prayer arouses no controversy here. Who's common in Hongkong, anyway?

Now the trouble is settling many of our soldiers are to again become sailors.

Since a Dutch vessel has arrived to dredge the harbour, we wonder who are the nether landers in Hongkong.

Chopped notes will stave off many an execution if you have enough of them.

According to report, the Tjikandi's experience was far from being a sweet meeting.

Norwegian shipowners referring to a C.N.C. circular note will say "Dis missal do us good."

"Nice Bomb" Outrage" announces a local contemporary. We do not agree.

This complaint about smells on the Praya seems to be the essence of the problem of garbage disposal.

Those Reds at Hankow must be feeling pretty blue.

H.K.C.C. may have its Rabbit.

but the K.B.G.C. has its Warren.

There's at least one K.C.C. player who doesn't lose his Wrangle.

The Civil Service might institute Sunday matches, seeing that they're a Deakin.

A bob of the head is worth two shaves of the neck.

The church's view of feminine attire is too transparent.

They had another Red rising in Canton recently. What the descriptive writers would call a riot of colour.

Lindbergh had a wonderful reception when he got home. He certainly deserved his fete.

A Chinese tried to conceal that he was suffering from small-pox, but he was spotted.

Fashion Note. Coloured earrings should be put away for the Winter. Beads of perspiration may then be mistaken for diamonds.

The Secretary of the General Federation of Trade Unions recently stated—"There is scarcely a union that retains its peak membership." We can quite understand this. Fancy any Peak resident admitting that he began life as a member of the Boilermakers' Union!

"When you leave a Hongkong party on a night pandemonium ensues" states a writer in a contemporary. Sounds like an argument in favour of Prohibition!

It is to be assumed that Borodin, Gallen and Chen are Kulling off.

C.N.C.—Cut No Capers.

A camera has been invented which magnifies objects 15,500 times. Rather a handy instrument with which to examine one's banking account.

Some of these plump ladies remind one of Euclid. They have magnitude, but no position.

The price of petrol has gone down. An Aberdonian has been taken to hospital suffering from a nervous relapse. He filled his pipe lighter the day before the reduction was announced.

With China, the first 4,000 years seem to have been the hardest!

Il Duce has demonstrated that almost any system of government will work if the people will.

The Jewish people should stop going back to Palestine and settle in China instead. They ought to do well where there are so many old junkies.

"Copenhagen" is situated in 55.041 N. Latitude" says the Columbia Port Digest. Well, some of our high fliers may yet reach there. It is only about 30,000 miles above the North Pole.

A new 250 motor car is predicted. It is expected that the price will at least include a shoe-horn.

When a London lady parson cut her hair, she was cut in turn and there was a split in the congregation. Perhaps they only came to the parting of the waves.

Talking of progress during the last hundred years, did Mr. Verne ever write anything about old razor blades?

Serums have been found efficacious against almost every known ailment—except the bite of the deadly golf bug.

A round the world tour might be described as a widow's cruise since it is a never failing supply.

We notice that "The Dream Man" was lost on Kowloon Ferry yesterday. It is not true however, that the gentleman was under the impression that he was the Kowloon night mayor.

CARE FREE!

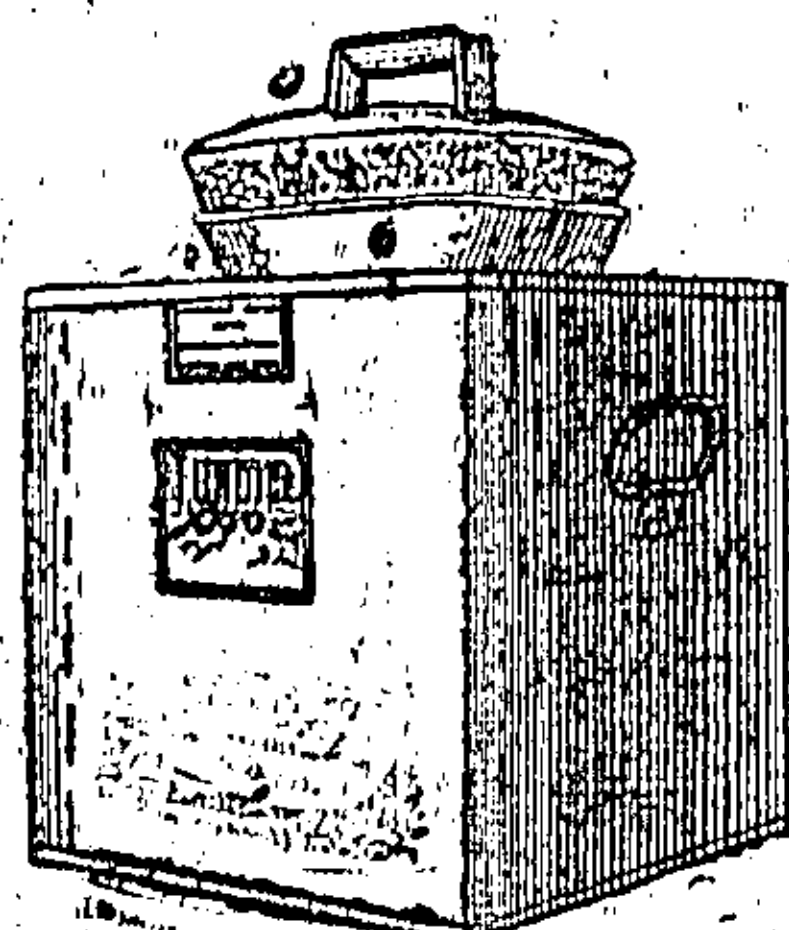
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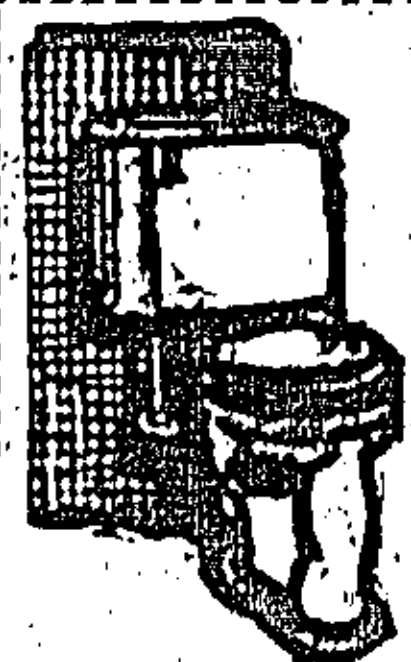
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OBITUARY.

OVER FIFTY YEARS IN CHINA.

The death occurred at Amoy on Thursday, July 14, of Mr. John Shipway Shields, a very old resident, who came to China over fifty years ago.

Seventy-eight years of age, the late Mr. Shields first arrived in China in 1875, joining the Customs Revenue cruiser Chengtu as a gunner. Our Amoy correspondent states that in 1881 he was transferred to the "lights," where he remained until his retirement in 1915. He was awarded the Order of the Chia Ho, 6th Class.

Mr. Shields was a familiar figure at the Customs Club, which he visited daily up till about four months ago, since when he had been confined to his bed.

The funeral service was held at the Amoy Cemetery, the Masonic Fraternity acting as pall bearers.

Mr. John C. L. Zorn.

The death is announced in the Home papers of Mr. John C. L. Zorn, senior partner of the Stock Exchange firm of Messrs. Zorn and Leigh-Hunt. He passed away on June 19 in a London nursing home at the age of 61, leaving a widow, a son and a daughter. He was a son of the late Mr. John Zorn, who was secretary of the old British Deli and Langkat Tobacco Co. He joined a firm of stockbrokers and specialised in tobacco and tea shares, subsequently starting his own firm and becoming a member of the Stock Exchange in 1904. They had a numerous clientele of investors interested first in tobacco and tea and subsequently were well known in the rubber share market. The late Mr. Zorn took considerable interest in economical and political questions. He wrote many pamphlets, and unsuccessfully contested East Lewisham in the Liberal interest.

SOLVIREN PIRACY.

CAPTAIN'S FUNERAL YESTERDAY.

The funeral of the late Captain Richard Jentoft took place at the Protestant Cemetery at Happy Valley at 6 p.m. last evening. The graveside ceremony was conducted by the Rev. Waldegrave of the Missions to Seamen among those forming the cortege being the Danish Consul, Mr. H. Dreyer, representatives of the Norwegian Consul, Captains and officers of the Norwegian vessels Solviken, Norviken, Daviken, A. Kigland and Havdrott, Captain Finn Malm, Mr. Hoare of the Cosmopolitan Dock, Dr. E. de Souza and representatives of the Fau Yuen Hong, (charterers) and Yee Kee Hong, (charters).

Among wreaths at the graveside were tributes from "Loving Wife and Children," Mr. and Mrs. Sverre Berg (Consul for Norway), Norwegian Consulate, H. Dreyer, (Acting Consul for Denmark), Officers of s.s. Solviken, s.s. Daviken, Helikon, Captain (and Mrs.) Asbjornsen of Alexander Keiland, Captain Jensen, (Norviken), Captain Buhr, (Fuhtal), Captain Svane, (Daviken), Captain Norvalds, (Daviken), Thoresen and Co., Karsten Larsen and Co., Wallen and Co., Yee Kee Hong, Missions to Seamen, Fau Yuen Hong; Captains Holm, Kvamme and Hannevig; Messrs. B. Rein, S. Froland, Ho Shingue, Kristofsen, Stenfahl, Juell, Thoresen, H. J. Wallem, T. Isdahl, E. Grimble, G. G. Hendrikson, A. C. Botelho, R. Johannessen, Hernasen, Hilsen, G. Grimble, E. H. Ray, Finn Malm, Mr. and Mrs. J. Krogh Moe, Fr. Murer, R. E. Hoare, Dr. E. L. de Souza, Messrs. Naess and Hyer, and the Messrs. A. M. and E. M. Xavier and K. Gourdin.

PRISON REFORM.

DEPLORABLE CONDITIONS IN CANTON.

Canton, July 21.

A sweeping reform in the prison system is contemplated. Great congestion exists in the five city prisons, as is well illustrated by the following figures:

- (1) A gaol near the Hall of Justice, used for the confinement of those under arrest for petty offences, has accommodation for 200 people. 1,100 are detained therein.
- (2) A prison near the Military headquarters for the confinement of sentenced prisoners, is scarcely sufficient for the accommodation of 1,100. 2,500 are found within.
- (3) The City gaol, near the Police headquarters and Central Gardens, in which theoretically persons should not remain more than 24 hours, can house 100. 700 are crowded into it.
- (4) The police stations each have an annex built to take care of cases under temporary detention while investigation is being made. There are 42 of these stations. Each of the 12 large ones has approximately 100 prisoners, the smaller 30 to 50.
- (5) Nam Shek Tau, near Paak Hok Tung, was originally a fort; later it was converted into a reform school for wayward children. Political prisoners are now lodged there. Its normal capacity is 600. In times of political turmoil its walls have enclosed as many as 6,000. At present it is fairly well filled, due to the several hundred communistic prisoners incarcerated since last April. Herein are found 2,000.

The more prominent prisoners are not kept in these prisons but are housed at Whampoa Fort.

90,000 Incarcerated.

There are ninety prison districts in Kwangtung Province, where similar conditions to those in the Canton district prevail. Estimated on the basis of the number of individuals contained in the prisons in Canton, the total for the province would reach ninety thousand.

The idea of providing the prisoners with work has never entered into the Oriental scheme of things. Therefore, all of the prisoners are idle.

Some very strange practices exist in Canton in the matter of allowing certain individuals authority to make arrests. For instance, any officer of a court may effect the arrest of an individual who happens to displease him. Any general or subordinate officer who has a military command may arrest and order the execution of an enemy.

During the strike and boycott against the British in 1925-26, the Hongkong strikers and picket corps had authority to make arrests of individuals boarding a British steamer or selling British goods. There are still some hundreds of prisoners arrested for these offences under detention in the Canton prisons.

The reforms contemplated are improved housing conditions and an increase in the allotment for food. Ten cents a day has been allowed for the support of an average prisoner and the gaoler squeezes part of this. It is suggested that twenty cents a day be allowed. However, these reforms will not be attended to immediately while the government resources are being taxed to provide for the Northern campaign. They are to be taken up after war demands have been satisfied.

CANTON BUSES.

GOVERNMENT TO RUN THEM ON RAILS.

According to the Chinese papers, the Government of Canton is now planning a bus service for the city to be run on rails. The idea is to build four miles of double track from the Canton-Kowloon Railway Station to the Yuch-Han Station.

At the moment it seems that rails for ten miles of steel track are available, which will enable the Government to lay down five miles of double rail. The history of these rails is interesting reading.

About four years ago a syndicate of merchants conceived the idea of running electric trams in Canton. They floated a Company with a capital of three million dollars. The monopoly was obtained from the Canton Government at a very high figure, and permission was obtained to run trams in any direction from the Treasury Building to a distance of ten miles. The Government insisted, however, that the Company keep their cars out of roads which were less than 70 feet in width.

Paying Business.

As an experiment, the Kwong Tung Tramway Company first ran buses. It proved to be a paying business and the returns indicated that if tram lines were laid and proper trams were run the Company would be able to operate at a profit. Rails were ordered from Germany, but before they could arrive in Canton, the Government began to find fault with the Company and their buses. It was pointed out to the Company that the buses were too heavy and as a consequence roads were being heavily damaged. The Company was ordered to effect extensive and costly repairs to the road on which their buses ran.

In due course the rails arrived from Germany, but by that time the Company was in a somewhat unhappy state financially and they therefore decided to hold in abeyance the scheme to introduce trams.

They then planned to run the buses on rails in order to save the expense of repairing the roads. Before they could carry out their new scheme, however, the Canton Government changed and their new regime had little respect for the rights of the Company. Soldiers commandeered the buses for the purpose of joy riding and sometimes did not even take the trouble to return the machines to the garage. Every obstacle was placed in the way of developing the undertaking by inflicting heavy fines when accidents occurred, by imprisoning chauffeurs for minor accidents, and so forth.

Woman in the Case.

Up to the time of the boycott against Hongkong, the Company was still in existence, but the Government's attitude prevented any headway with the plan of laying down the rails. One reason why the Government was so hostile to the Company was because at one time the wife of the Governor, who was in a richsha, had a spill, which was caused by the coolie trying to avoid a bus. The bus did not strike the richsha but the Governor ordered the arrest of the chauffeur. Knowing the sort of justice he would get, the chauffeur fled. The Governor is then alleged to have brought pressure on the Company and made their position intolerable.

Up to 1925 the rails were mortgaged by the Kwong Tung Tramway Company to a German firm and it is surmised that the Canton Government has now made arrangements with the German concern to use the same rails.

The Tramway Company has been dormant for a few years and since the death of one of its principals, Mr. Eng Hok-fang the Hongkong shipping merchant, seems to be almost defunct.

THE ROYAL WILL.

FERDINAND'S ATTITUDE TOWARD PRINCE CAROL.

Bukharest, July 22.

The will of the late King Ferdinand was opened yesterday at the Summer Palace at Sinaia by the Minister of Justice in the presence of the members of the Royal Family and the Regency Council.

The will is dated July 2, 1925 and provided *inter alia* that the estate of Sinaia, the castle of Peles and all personal property of the king should go to the Crown Prince, but a codicil dated January 11, 1926 annuls this bequest on the ground that these properties are "absolutely necessary to the future King of Rumania" but Carol will be given his share of the money and State securities.

The Codicil.

The codicil says: "It has seemed good to Heaven to afflict the country, the Queen and myself with the great misfortune of the renunciation of the throne by Prince Carol. I can never forget my grief at having to take such a decision, which nevertheless is demanded by the interests of the State and Crown. I pray to God to help my dear son in the new life he has chosen despite our wishes and grant that his choice may prove a happy one for himself and Rumania."—*Reuter*.

Letter to Prime Minister.

The King left a letter to the Prime Minister wherein he says: "God has willed that the Crown shall pass to my grandson who is yet a child. The burden of Government will fall first on Prince Nicholas and the Council of Regency. I call on all good citizens to do what in them lies for the peace and progress of our country."

Referring to his "dear son Carol" he says: "For peace and the country's sakes sacrificed my fatherly desire to see him again and I charge him to keep his promise not to return without the permission of the Government."

Carol's Request.

Paris, July 22.

Le Matin states that ex-Crown Prince Carol has authorised the declaration that he is very affected at the sad death of his father but cannot express an opinion as to the new situation. He telegraphed yesterday to the Royal Family expressing his desire to attend his father's funeral but hitherto has received no reply.

Le Matin interprets this to mean that Carol has not renounced his rights and still hopes to ascend the throne.—*Reuter*.

OIL PRODUCTION.

PROTECTION OF SEMINOLE INTERESTS.

Oklahoma City, July 22.
The State Corporation Commission has issued a temporary restraining order prohibiting operators in the greater Seminole area from drilling oil wells in certain sections of the oil field, also prohibiting "shooting" of wells in Seminole Territory.—*Reuter's American Service*.

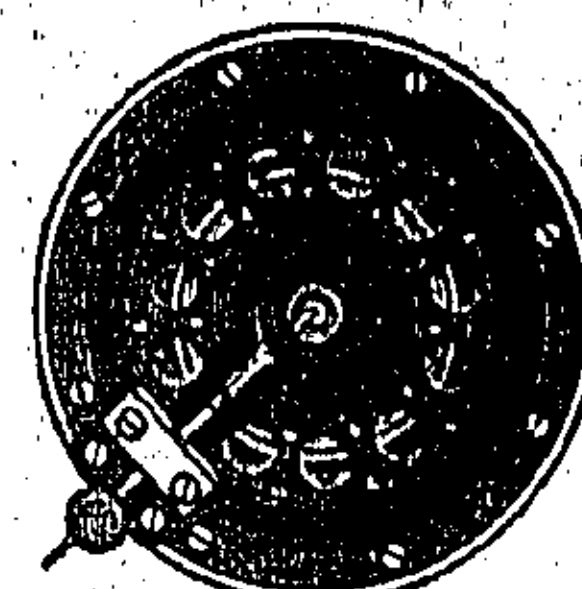
AERIAL ACCIDENT.

BRISTOL FIGHTER TURNS TURTLE.

Shanghai, July 22.

A Bristol fighter aeroplane descending on the racecourse after a flight over Shanghai this afternoon and struck a fence. It turned turtle, the pilot being uninjured but the machine badly damaged.—*Reuter*.

SOMETHING NEW!



THE

Symphonic PHONOGRAPH REPRODUCER

Will Make Your Old
Gramophone Play Like
the New Ones Now on
the Market.

Price \$16.00, Take
One Home and Try.
Your Money Back if
not Satisfied!

at

TSANG FOOK PIANO COMPANY.

8, Des Voeux Road Central
(Entrance Ico House Street.)
Telephone C. 4648.

WELDING



OXYGEN ACETYLENE NITROGEN

Everything for the
Welder and Cutter

THE FAR EAST OXYGEN & ACETYLENE Co., Ltd.

20, Des Voeux Road.
M. J. E. GUILLOT, Manager.



IT'S QUALITY
THAT COUNTS

SALESMAN SAM

Taken at His Word

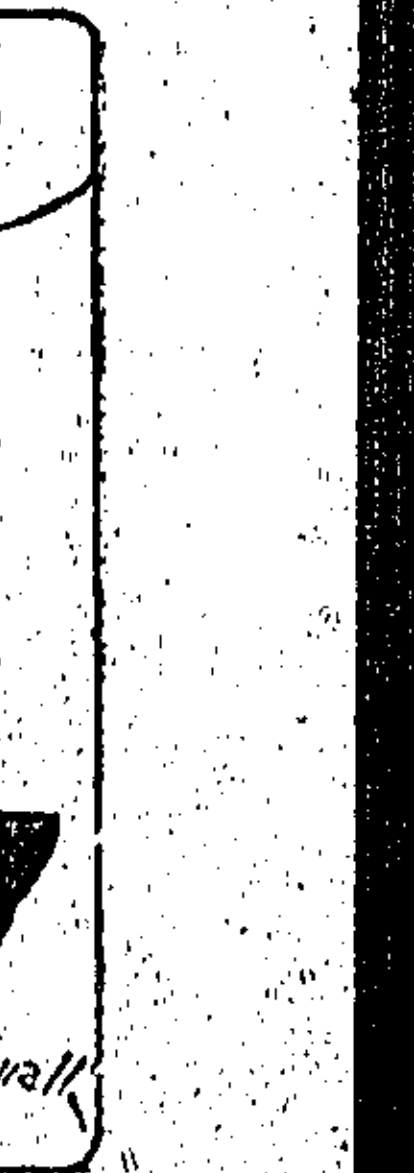
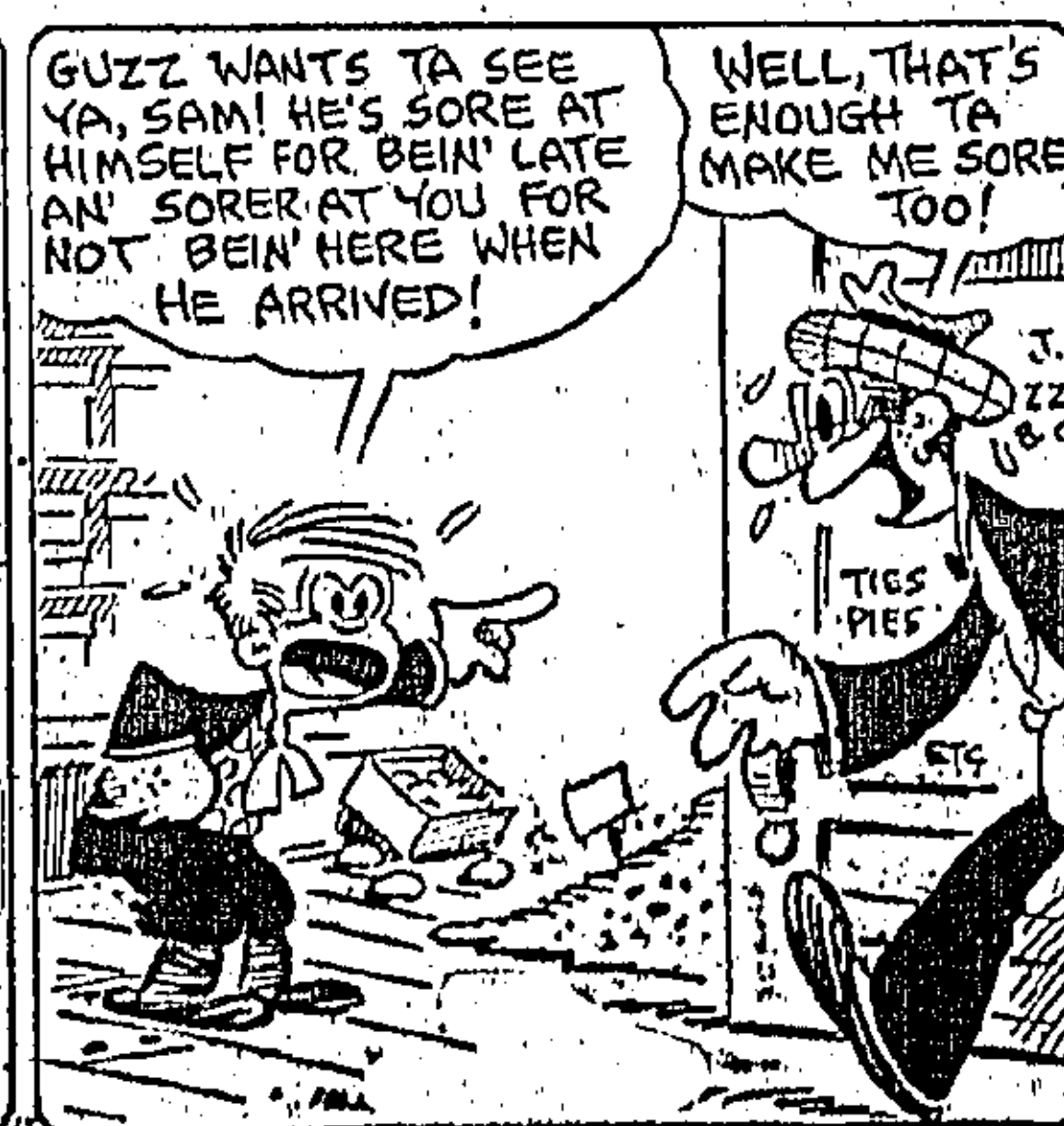
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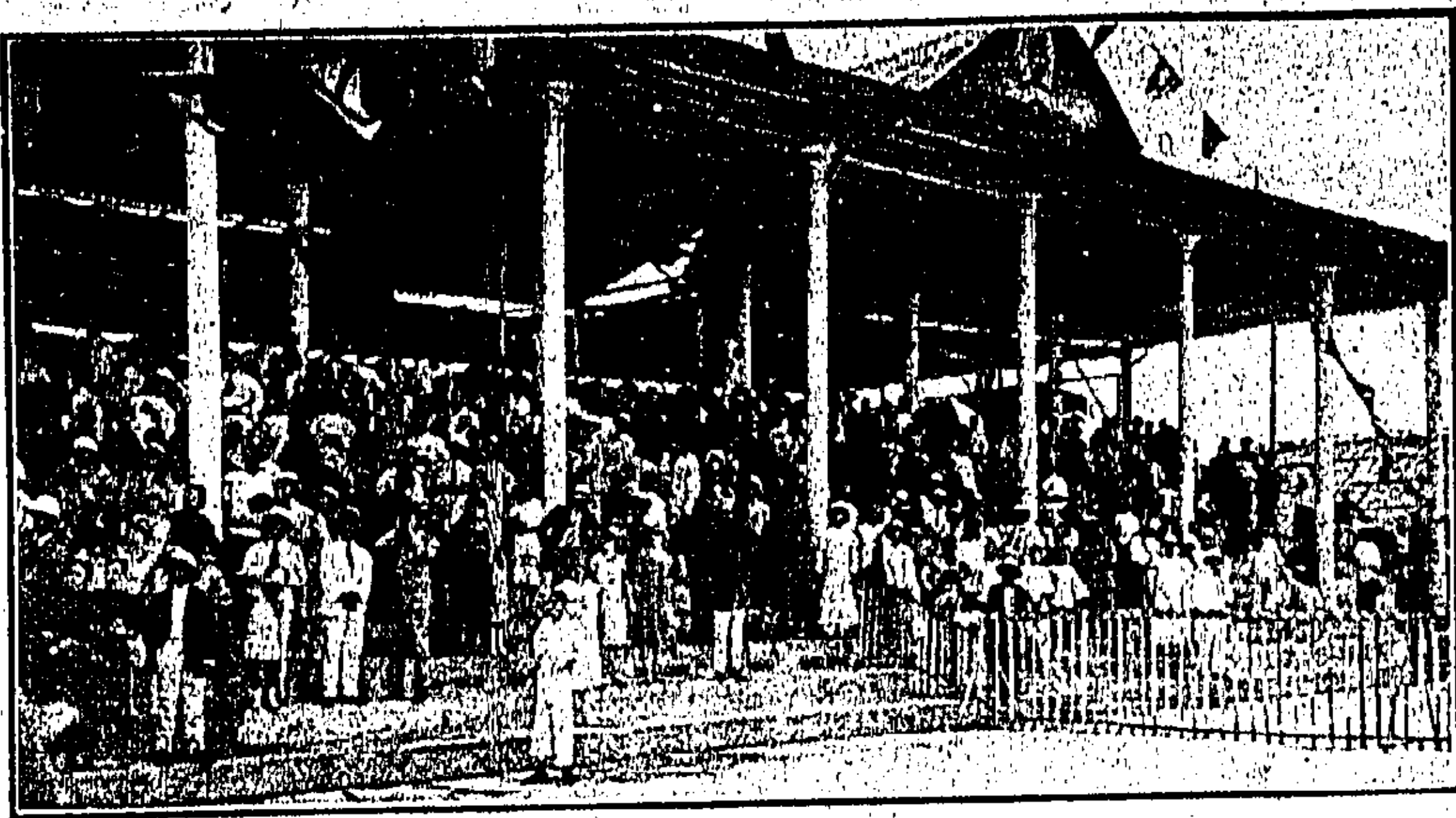
Nervous debility

frequently is caused
by faulty nutrition
and can be corrected
by a regular course
of this lung-healing
and body-building
food. Ask for

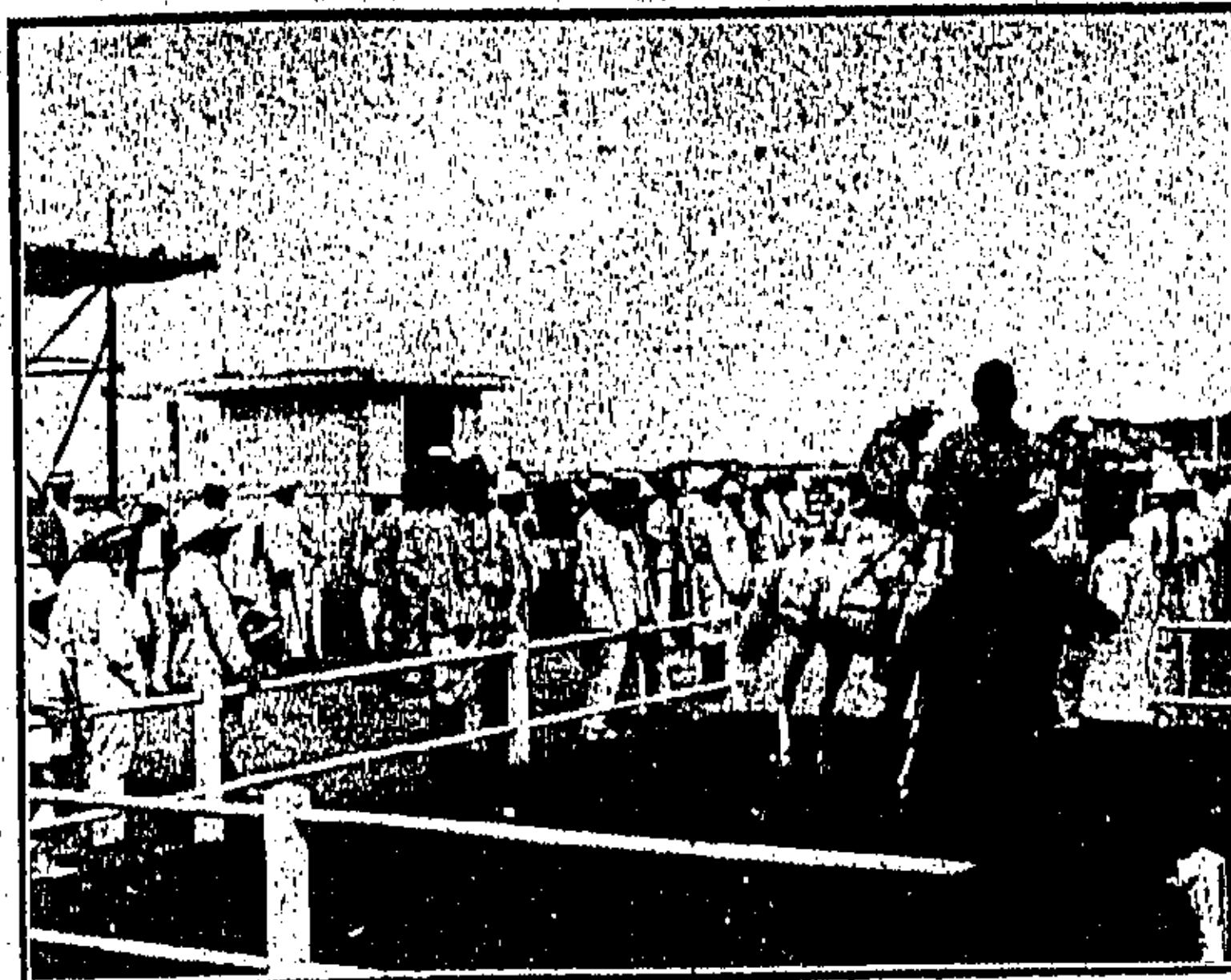


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Emulsion**
The protector of life

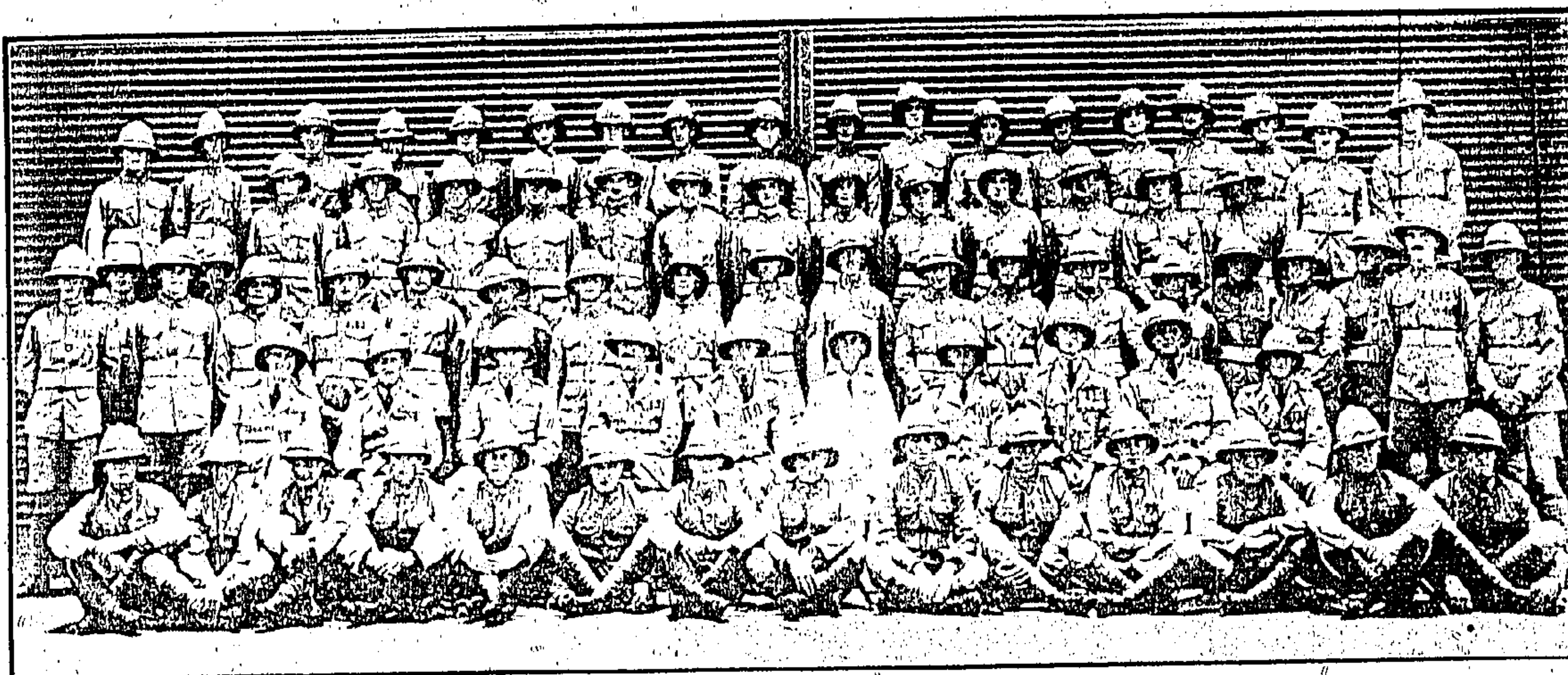




View of the Grand Stand at the last Macao Races, showing the large and interested crowd.



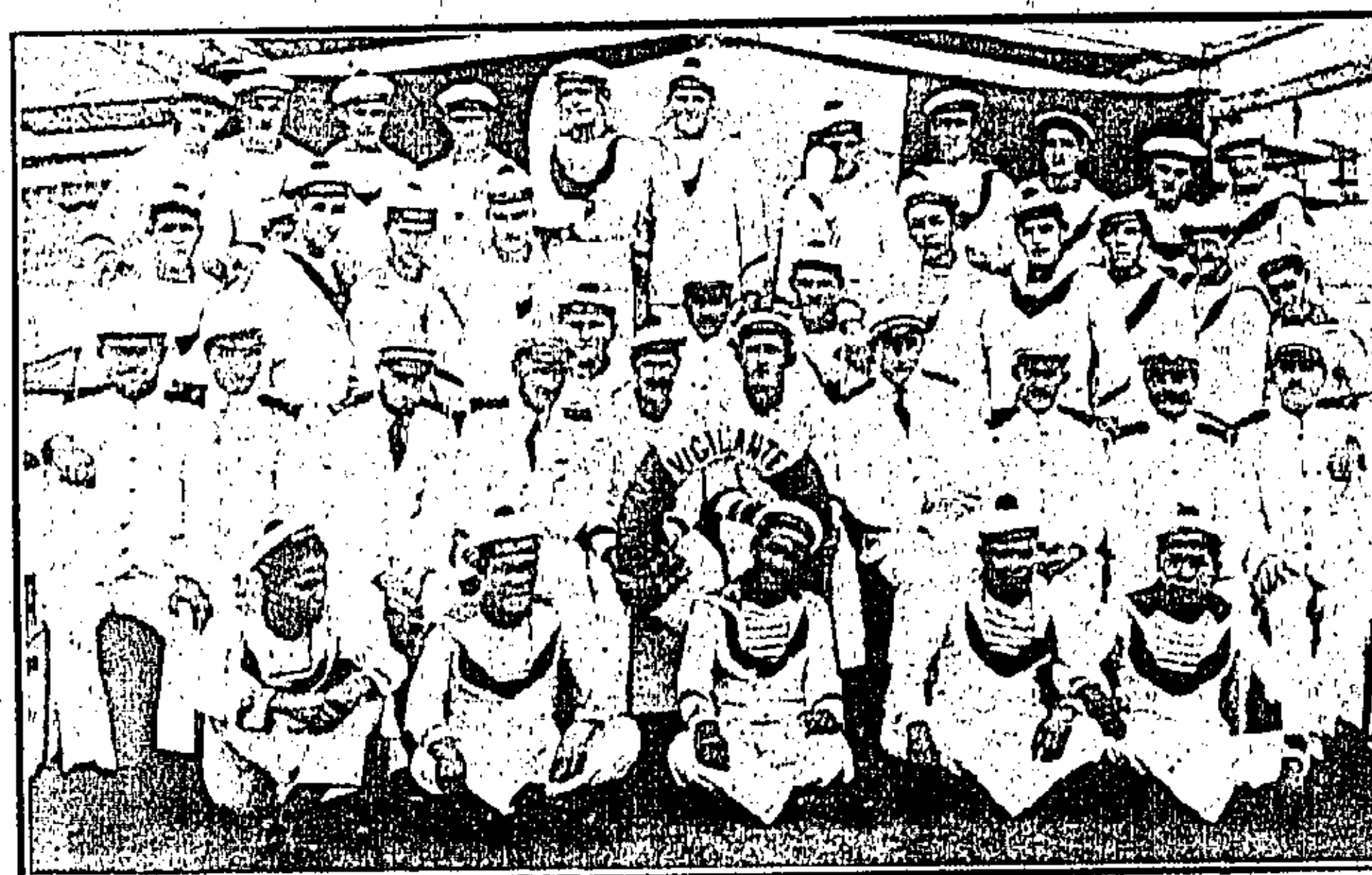
shows Sunburst Rose (Mr. Charles) up) after winning the Mid-Summer Plate at the last Macao Races.



Interesting group photograph of the Royal Air Force unit of H. M. S. Hermes, taken on board that vessel recently. The late Flying Officer L. W. H. Phillips, who lost his life in the aeroplane crash near Cheung Chau, is seen seated on the extreme right of second row.



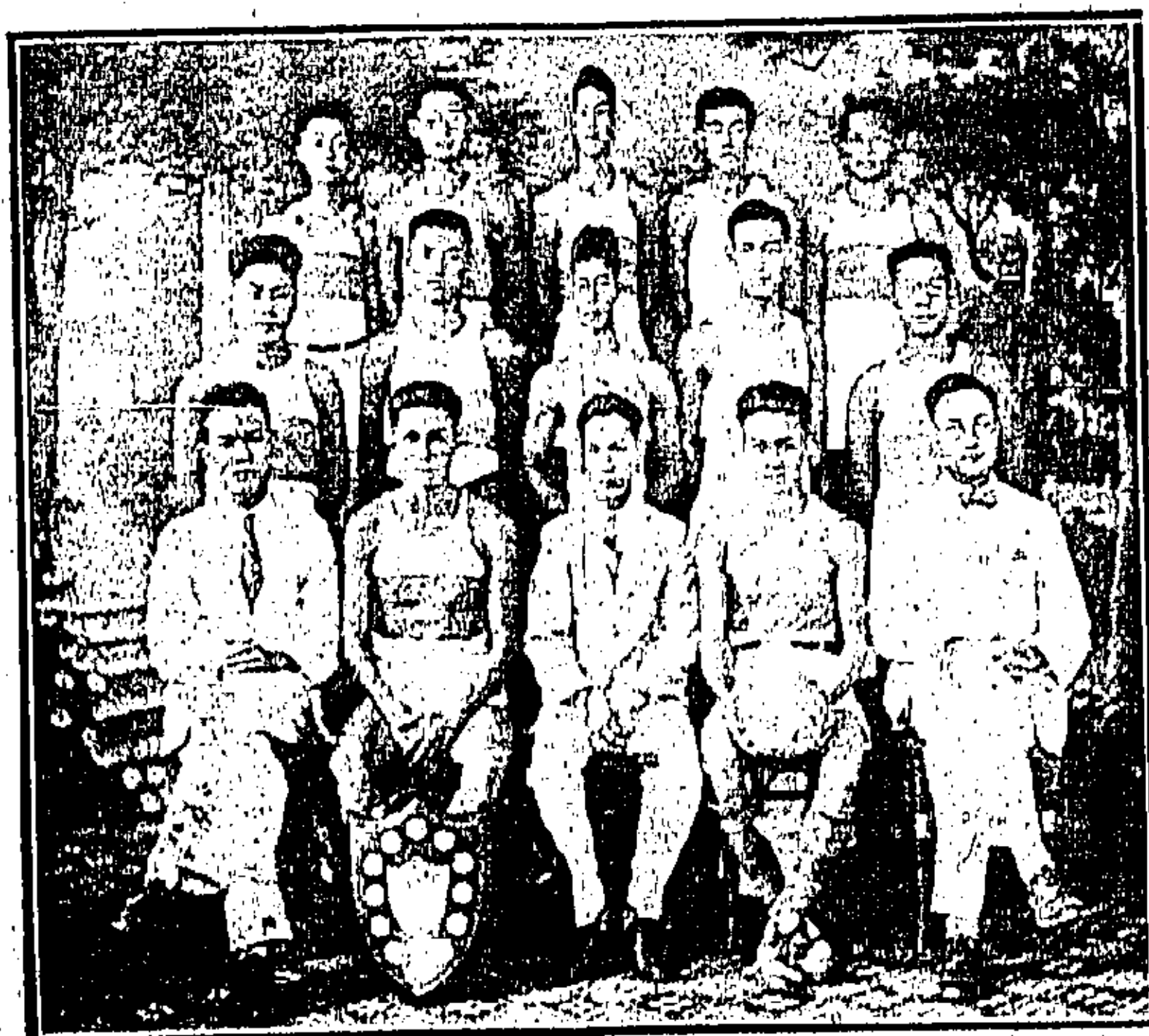
Above is seen a happy group of mixed bathers at a recent E. A. S. M. A. bathing trip.



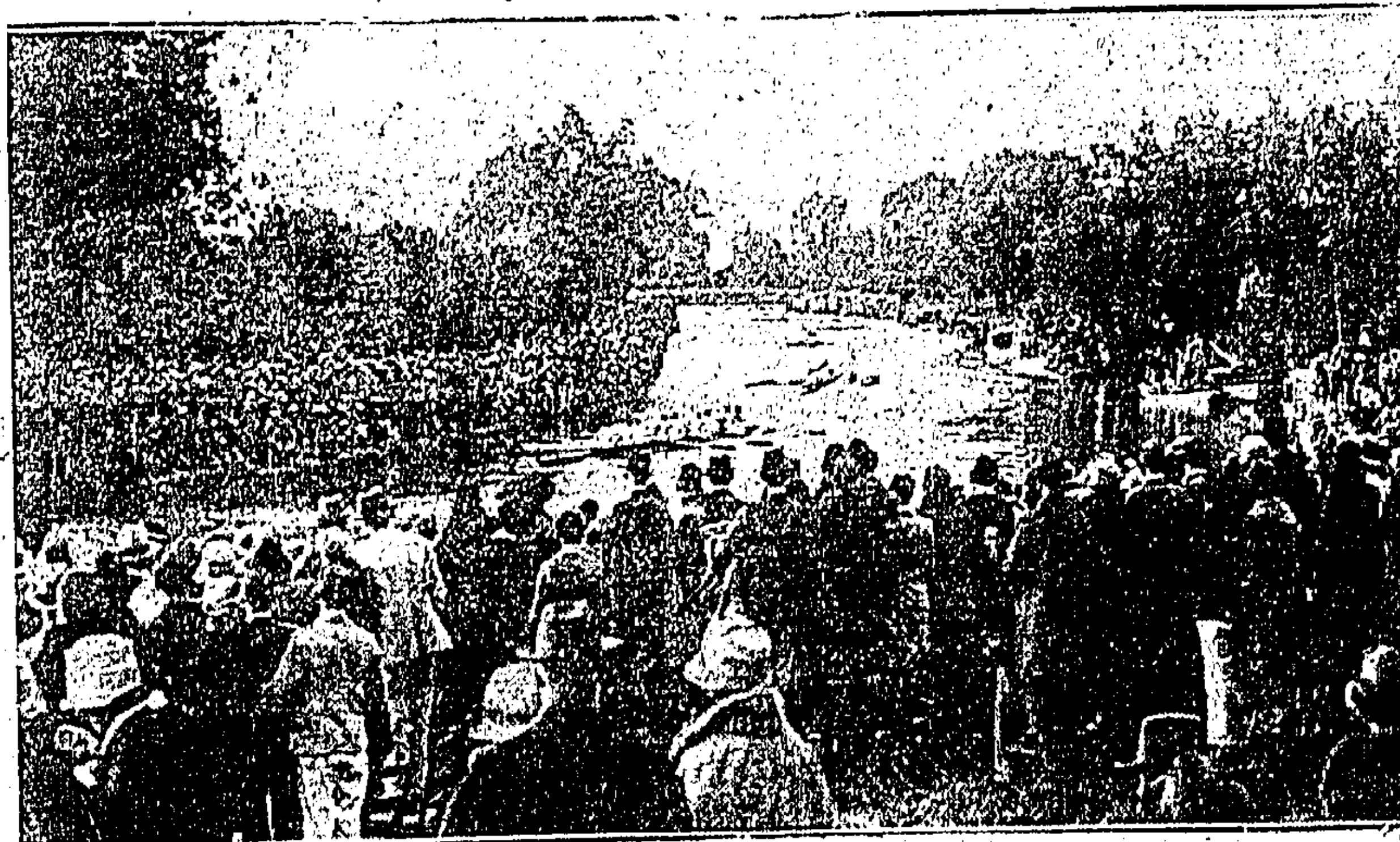
The ship's company of the French Gunboat "Vigilante" taken recently in Hongkong Harbour.



Interior view of the United Gospel Mission hut at Shanghai, showing the large tea and recreation room, which is also used for religious exercises on Sundays.



The Tutorial Institute volleyball team, the local champions for 1927.



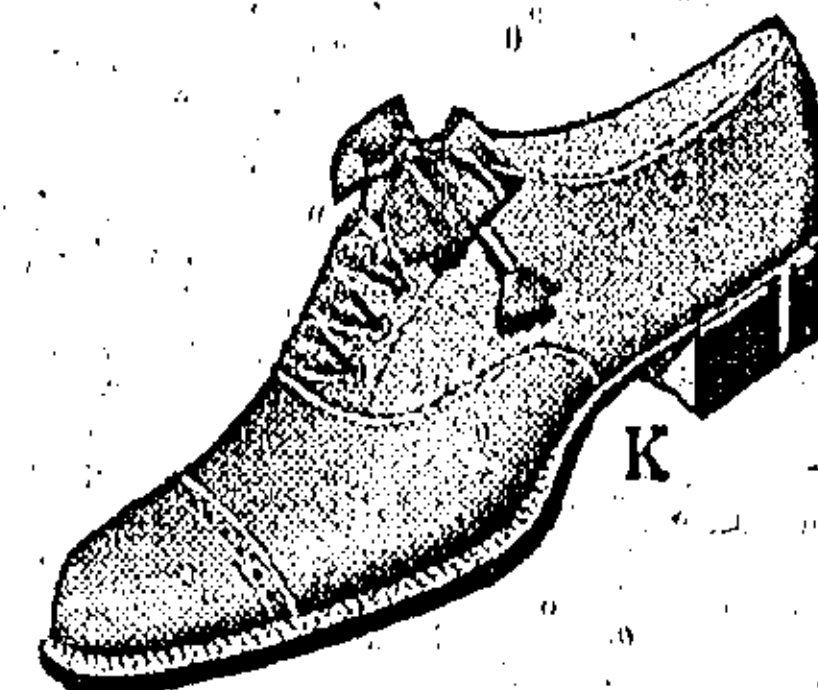
Jesus College, Cambridge, at the Head of the River during the concluding race. Jesus lost the headship last year and started this year in the fourth position.

K PLUS FOURS FOR THE FEET

What are they?

They are K Shoes combining extra smartness with extra comfort. The heel part is a fitting narrower than the forepart. Such shoes clasp the ankle closely, yet never press the toes.

It is because our reputation depends on the shoes we sell that we recommend K "Plus" Fitting Shoes so strongly.



MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS

Alexandra Building.

Des Voeux Road.



THE SEASON'S

Bathing Caps and Shoes have arrived.

An early purchase is advisable.

LATEST STYLES. MODERATE PRICES

THE COLONIAL DISPENSARY

14, Queen's Road, Central Tel. 1877.

The

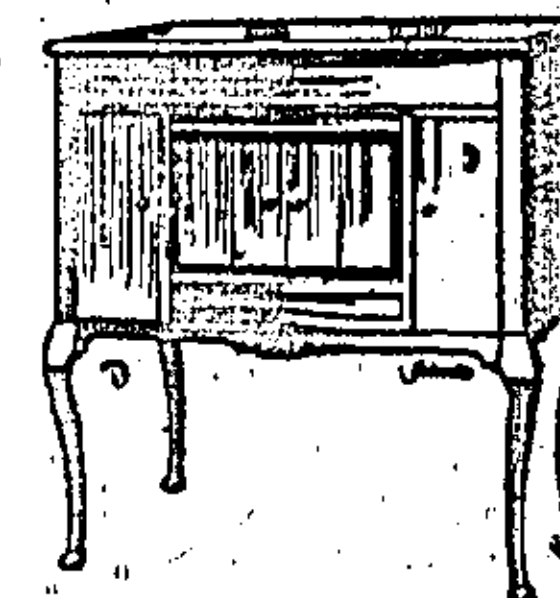
Viva-tonal Columbia

CONSOLE MODEL (HORIZONTAL GRAND)

THIS Console model has become the accepted standard in style and value of this new popular type.

The Anderson Music Co., Ltd.

St. George's Building.



LOCAL PHOTOGRAPHS

ALBUM OF 40 VIEWS—\$3.00
POOT CARDS 75 CENTS PER DOZEN.
BEST SELECTION IN HONGKONG.

MEE CHEUNG.

Studio, Ice House St.

Branch 7, Beaconsfield Arcade.

WHITEAWAYS

SPECIAL OFFER IN SHIRTING.

1260 Yards

Striped "Duro" "Dye" and "Tootal" Shirting. Neat stripes in Black and white, Mauve and white, Blue and white etc. Specially Suitable for men's Shirts, Pyjamas etc.

32 inches wide.

SPECIAL PRICE TO CLEAR

75 cts. yard.

CALL EARLY, BEST PATTERNS GO FIRST

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

A Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in
The Hongkong Telegraph
and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection:—

1392, 1342, 1397, 1441, 1444,
1456, 1462, 1453, 1512, 1516,
5, 26, 32, 38, 72, 80, 88,
101, 102, 161, 168, 174, 191,
194, 208, 102, 216, 226

BOARD RESIDENCE.

FAMILY HOTEL—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms, also daily rates; five minutes from ferry, next new Hotel, Hanking Road, Kowloon, Tel. K.357.

FOR SALE.

FOR PICNIC—Always ready, Sandwichean, Roasted Chicken, Beef and Mutton, Cold Ham, Sausages, Lobster, Fish & Chips. Prices Moderate. Hongkong Fish Store, 59, Des Voeux Central.

PREMISES TO LET.

TO LET—One European FLAT Wanchai Gap Road, Hongkong. Apply to 52, Kennedy Road.

TO LET—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET—Privately owned Garage at Magazine Gap. Apply F. M. Crawford, Lang, Crawford, Ltd.

TO LET—From 1st June, furnished flat at Mount Kelle, No. 196, The Peak. Apply Property Office, Jardine, Matheson & Co., Ltd.

TO LET—Furnished flat of three rooms. Only married couple need. Apply. Car to door. Apply Box No. 245, care of "Hongkong Telegraph."

COMMONHOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

FLATS also ROOMS, single, double, furnished or unfurnished, mid-level or Kowloon, excellent locations. Partial service, if required. Small Investors. Tel. C.4630.

TO LET—European FLATS, 29A and 29B, Kennedy Road, 4 rooms 2 bathrooms servants quarters. Apply Telephone C.547, or Thornhill Aerated Water Factory, 154, Praya East.

TO LET—The Bungalow, No. 21, Broadwood Road, Happy Valley, 5 rooms, 2 furnished bathrooms, Small Garden. Garage for small car. Rent \$150. Apply Tel. C.5213.

TO LET—SHIPPING OFFICES in Connaught Road, Central, Nos. 16, 18 and 19, ground floors; Nos. 16, 17 and 18, first floors; Nos. 16, 17 and 18, second floors; Nos. 16, 17, 18 and 19, third floors. Please apply S. K. Trust Ltd., 29, Connaught Road, Central.

FLAT TO LET—Nathan Road, 3 rooms with large verandah, Gas stove, geyser, telephone and overhead fan installed. Rent \$70 p.m. Furniture to be purchased as owner leaving the Colony. Occupation now or any time before October. Alternatively flat can be let furnished. Box No. 246, care of "Hongkong Telegraph."

NEW ADVERTISEMENTS.

EX-ACTIVE SERVICE MEN'S ASSOCIATION, (1914-1918).

BATHING PICNICS.

The regular Bathing Picnic of the above Association will be held to-morrow (Sunday). Launch will leave Queen's Pier at 3 p.m. sharp and the trip will in all probability, be to Clearwater Bay.

NOTICE OF REMOVAL.

We are moving our Office Premises as and from 1st August, 1927, to Prince's Building, ground floor, Ice House Street, (next Alexandra Cafe).

CALBECK MACGREGOR AND CO., LTD.
(Incorporated under the Companies Ordinance of Hongkong.)

THE SEAMEN'S INSTITUTE.

On TUESDAY NEXT, 26th July, at 8.30 p.m. in the SEAMEN'S INSTITUTE, 21, Praya East.

The "J-PANS," led by MISS VIOLET CAPELL, will give an Entertainment of Song and Dance. Admission free, Collection for Charities.

Hongkong, 22nd July, 1927.

INDO-CHINA NAVIGATION COMPANY, LIMITED.

The Forty-Sixth Ordinary General Meeting of the Company will be held at the Office of the General Managers, Messrs. Jardine, Matheson and Co., Ltd., Pedder Street, Hongkong, on Monday, the 25th July, 1927, at 11.00 a.m. for the purpose of receiving the Report of the Directors, passing the Accounts and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 18th July to 8th August, 1927, both days inclusive.

By order of the Board.

JARDINE, MATHESON & CO., LTD.
General Managers.

Hongkong, 24th June, 1927.

THE KOWLOON MOTOR BUS CO., LTD.

It is hereby notified that the following persons have been appointed to hold office as from January 1st, 1927:—

LOUIE WAI SUN,

Managing Director.

LOUIE LEUNG,

Treasurer.

LAM MING FAN,

Secretary.

L. G. CHONG,

Manager.

No Purchase contracts can be recognized by this Company unless signed by at least two of its Directors.

All communications to be addressed to the Secretary.

By Order,

of the Board of Directors,

LAM MING FAN,

Secretary.

Hongkong, July 18th., 1927.

CHURCH NOTICES.

Wanchai Wesleyan Methodist Church, Queen's Road East, opposite Naval Hospital. Sunday: July 24th. Services: 10.15 a.m. and 6 p.m. Sailors' and Soldiers' Home, Arsenal Street. Sunday: 3 p.m. Bible Class conducted by Mr. A. J. May. Sunday: 8.15 p.m. Chaplain's Hour.

St. John's Cathedral, Hongkong, July 24th, 1927. 6th. Sunday after Trinity. Holy Communion, 8 a.m. Matins, 11 a.m. Preacher: Rev. W. R. Cannell. Litany for the Sick, 12 noon. Evensong, 6 p.m. Preacher: Rev. H. Copley Moyle. Social Gathering after Evensong. Music and Light Refreshments. Monday: 26th, St. James' Day Holy Communion at 7.45 a.m.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A. Sunday Service, 11.15 a.m. Subject: "Truth." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open: Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room.

LAMMERT'S AUCTIONS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY,

the 28th July, 1927,

commencing at 2.45 p.m.

At No. 9, Queen's Gardens,

(Ground Floor).

A Quantity of Valuable Household Furniture.

Catalogues will be issued.

On View from Wednesday, the 27th July, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions from the Executor of the Estate of the late Mrs. M. J. D. Stephens, to sell by Public Auction,

on THURSDAY and FRIDAY,

the 4th and 5th August, 1927,

commencing each day at 11 a.m.

with an interval from

1 p.m. to 2.30 p.m.

At No. 5, Peak Road.

The Whole of Her Valuable Household Furniture, Blackwood Ware, Collection of Pictures, Curios, etc., etc.

comprising:—

Teak Hatstand with Bevelled Mirror, Drawing Room Suite, Chesterfield Couch and Chairs, Overmantel, Oil Paintings, Old Japanese Prints, Bronze and Brass Ware, Lacquered Cabinets, Lacquered Ware, Barometer, Ornaments, Curios, Cloisonne Ware, Curtains, Carpets, Rugs, etc., etc.

Teak Extension Dining Table, Teak Sideboard, Dinner Waggon, Cabinets, Cut Glass, Silver Ware, Cutlery, Crockery, Teak Desk, Chairs, Electric Fittings, Ceiling and Table Fans, Filter, Teak Chests, Table Clock, etc., etc.

Iron Bedsteads, Teak Wardrobe with Bevelled Mirror Doors, Teak Dressing Table Glass Top, Teak Chest of Drawers, Teak Washstands, etc., etc.

Very Fine Carved Blackwood Ware, Porcelain Panelled Screens, Corian Cabinet with Brass Clasp, Mother of Pearl Inlaid Curio Cabinets, Old Chinese Hall Lantems, etc., etc.

also

Old English Clocks by G. H. B. Rall and John Moore & Sons, London.

One Old Grand Father Clock.

One Safe by Milners.

and

One Safe by Herring Hall Marvin.

and

One Piano by John Broadwood & Sons with lot of Music Rolls.

and

A Large Quantity of Maiden Hair Fern and Plants in Pots.

Catalogues will be issued.

On View from Monday, the 1st of August, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

ONE THOUSAND DOLLARS REWARD. FRAUDULENT CONVERSION.

On the 6th May, 1927, IU PO LUN, an employee of the KIENTJIANG HAN firm of 126 Wing Lok Street absconded from the above address, having on various dates prior to that date obtained large sums of money from the said firm by Fraud.



C. I. D. Circular No. 2. Hongkong, 27th June, 1927.

IT IS HEREBY NOTIFIED that a warrant has been issued for arrest of IU PO LUN and a reward of ONE THOUSAND DOLLARS will be paid by the undersigned to any person giving information leading to the arrest and conviction of the culprit.

Reward to be valid for 6 months from July 1st, 1927.

Description. In Po Lun aged 31 years, 5 ft. 4 in. in height, very stout, short-sighted wearing glasses, speaks good English dressed in European clothing, Hongkong Born parents natives of Pun U District.

(Sd.) E. D. C. WOLFE,
Captain Superintendent of Police.

WATER POLO.

MEETING OF ASSOCIATION YESTERDAY.

A meeting of the Water Polo Association was held at the V. R. C. yesterday evening, Mr. C. J. Cooke occupying the chair. There were present representatives from the K. O. S. Borderers, Scottish Guards, Kowloon British School Former Pupils Association and the V. R. C.

The accounts showing a debit balance of \$3.60 were passed, the chairman remarking that the deficiency had been made good by Mr. Garrod out of his own pocket.

Mr. Lyon brought up for discussion the question of increasing the entrance fees which was at present \$5 per team. He spoke of the expenses of procuring medals for the winning teams and said that it was hardly fair for the Association to be constantly supplied with funds by the V. R. C.

Mr. Raitton suggested that funds could be raised by promoting exhibition games, to which Mr. Cooke pointed out that it would be unfair for the non-playing members of the V. R. C. for the Association to be constantly supplied with funds by the V. R. C.

The discussion was then dropped. It was decided that the entries close on Monday, August 1, and that a further meeting to discuss the entries be held the following day.

Second Night Fete. The second night fete of the season will be held next Saturday when there will be the usual number of events. Unlike the previous fete there will not be any post entries for the Ladies, Boys and High Diving Events.

A water polo match had been arranged between the Army and the Navy.

After being lost for two years, a buoy, 14ft. high, which wandered from the Canadian coast, has been found in the Fifth of Clyde. It is the gas type, and despite its long journey the light is still in working order. The buoy, which has been claimed by the Canadian Government, is being towed to Port Glasgow for an overhaul.

IF EVE HAD NOT EATEN THE APPLE

In the Garden of Eden, we are told, the world would not have got into the muddle it is in to-day. If people generally were more careful in the matter of diet there would be no cause for much of the present day suffering from digestive troubles.

Have you eaten unwisely? Or is your liver or intestinal tract out of order from any other cause? If so, Pinkettes are the simplest and speediest corrective. These dainty little laxatives gently, but surely, dispel constipation, stimulate the liver, banish bilious attacks and sick headaches, restore cheerfulness and a general sense of well-being.

Your chemist can supply Pinkettes, or post free, 60 cents the tin, from The Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

Theatre Royal

Saturday August, 6th.

Monday August, 8th

A. Strok presents

BENNO MOISEWITZCH

THE WORLD RENOWNED PIA'IST

Booking opens at

Moutries on Monday

July 25th.

Prices \$4, \$3, & \$2

PACKING

We carry out every description of packing goods for overseas transport. Terms reasonable.

KIMOTO & CO.
42, Wellington Street.
Tels. C.609 and 3237.

POST OFFICE NOTICE

It is notified for information that a new shortwave commercial wireless service will be opened on July 23rd between Hongkong and the Philippines for the exchange of ordinary, deferred and press telegrams. Rates to Manila 30 cents per word ordinary 15 cents per word deferred and press. To Luzon Islands (Except Manila) and Corregidor Island 45 cents per word ordinary. All other islands 70 cents per word ordinary.

RADIO NOTICES.

Radio Telegraph Services are now in operation between Hongkong and the following places:—French Indo-China, province of Yunnan, Canton, Swatow, Kowloon, Macau, Kwongchowwan, Fort Bayard, Wuchow, and Hoihow. Rates and further particulars on application to the Radio Counter, 1st Floor, G. P. O. Building.

NOTICE.

The parcels post service to Russia in Asia via Japan is temporarily suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Definite articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards only for the United Kingdom and Europe will be forwarded via Siberia if so superscribed.

Parcels post service between Hongkong and Ports of the Yangtze West of Hankow is temporarily suspended.

INWARD MAILS.

From	Per	Date
U.S.A., Canada, Japan and Shanghai	Pres. Madison	July 24.
Straits	Booksang	July 25.
Manila	Pres. Cleveland	July 25.
Straits	Garbata	July 26.
Japan and Shanghai	Hakusan Maru	July 29.
Straits	Kamo Maru	July 29.
Manila	Empress of Canada	August 1.

OUTWARD MAILS.

For	Per	Date
Bangkok	Helikon	Sat., July 23, 130 p.m.
Manila and parcels for Germany	Trier	Sat., July 23, 330 p.m.
via Hamburg	Antenor	Sat., July 23, 5 p.m.
Shanghai, Weihaiwei and Europe	Chaksang	Sun., July 24, 8.30 a.m.
via Siberia	Haining	Sun., July 24, 9 a.m.
Swatow, Amoy and Foochow	Kotsu Maru	Sun., July 24, 9 a.m.
*Swatow, *Amoy and Formosa	Tomkin	Sun., July 24, 9 a.m.
Haiphong	Tjipanas	Mon., July 25, 12.30 p.m.
Saigon	Registration	25th 5 p.m.
Formosa, Shanghai, Japan and *San Francisco	Siberia Maru	Tues., July 26, 8.30 a.m.

(Due San Francisco 10th August).
Swatow, Amoy and Foochow
Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Victoria, B.C. and Europe via Siberia

Pres. Cleveland Tues., July 26, 3 p.m.
Registration 4.15 p.m.
Letters 5 p.m.
(Due Victoria, B.C. 15th August)

Telemachus Tues., July 26, 3.30 p.m.
Hangsang Wed., July 27, 8.30 a.m.

Saigon Swatow, Ceylon, India, Mauritius, E. Africa, Egypt and Europe via Marseilles

Patroclus Wed., 27 July.
Kowloon P. O.
Registration 10 a.m.
Letters 10.10 a.m.
G. P. O.
Reg. 9.45 a.m.
Letters 10.50 a.m.
(Due Marseilles 24th August.)

Mausang Wed., July 27, 1.30 p.m.
Laisang Thurs., July 28, 1.30 p.m.
Parcels noon
Letters 1 p.m.

Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles

Hakusan Maru Sat., July 30, 10.30 a.m.
Kowloon P. O.
Registration 8 a.m.
Letters 9 a.m.
G. P. O.
Registration 8.45 a.m.
Letters 9.30 a.m.
(Due Marseilles 29th August.)

Shanghai, Japan and Europe via Siberia
Saigon, Ceylon, India, Mauritius, E. S. Africa, Aden, Egypt and Europe via Marseilles

Paul Leont Tues., Aug 2.
Registration 1.45 p.m.
Letters 2.30 p.m.
(Due Marseilles 3rd September.)

Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Vancouver, B.C. and Europe via Siberia

Parcels 2nd 5 p.m.
Emp. of Canada Wed., Aug 3.
Registration 9.15 a.m.
Letters 10 a.m.
(Due Vancouver, B.C. 21st August.)

*Correspondence bearing vessel's name only.

WATER LEVELS.

REPORT FROM BOARD OF CONSERVANCY WORK OF KWANGTUNG. WATER-LEVELS IN ENGLISH FEET.

Place of Observation.	Highest W.L. on record	Lowest W.L. on record	W. L. 21/7	W. L. 22/7
West River at Shuihung	+41'0	0'	+11'3" falling	
North River at Tsingyuen	+23'7	0'	+13'0 falling	
North River at Samshui	+27'3	—5'	+7'6 rising	
East River at Sheklung	+15'2	—3'	+6'0 rising	

* For the 20th.

A PAINTER'S 1,000 PICTURES.

NORWAY'S PROLIFIC IMPRESSIONIST.

For the first time in Norway, a painter has been proclaimed a genius while he is still alive. This is Edward Munch, whom the National Gallery has invited to exhibit all his paintings.

The Gallery has received as a loan practically every painting by Munch in private possession in Scandinavia and Germany, and the exhibition numbers about a thousand pictures. Edward Munch was a man in the early fifties. Among his great works is the decoration of the State Room of the University "In Oslo. Himself a

very shy man, he left town before the exhibition was opened to the public. His pictures are rather impressionistic, but his handling of colours is truly remarkable.

WHITEAWAYS STANDARD VALUES

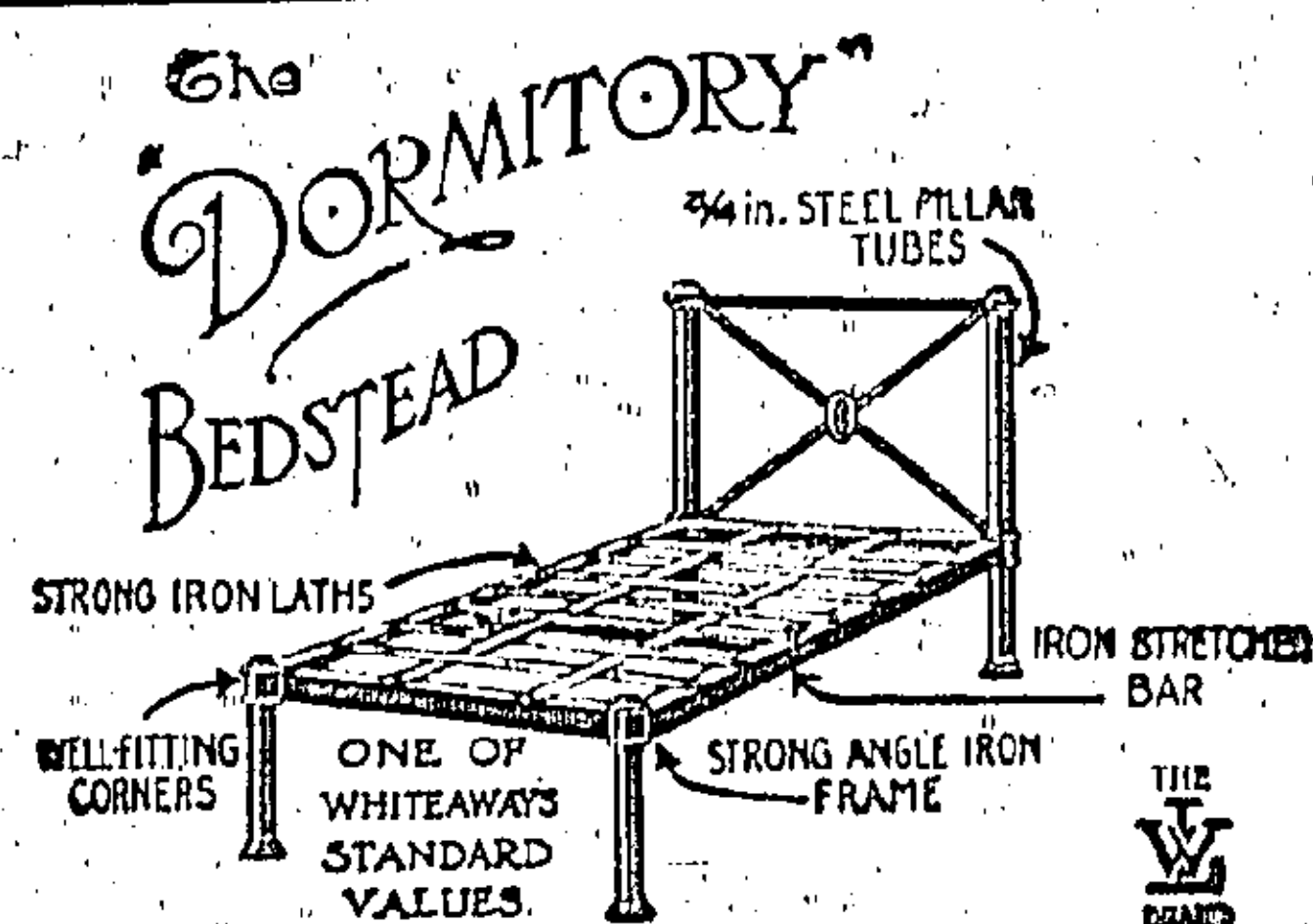
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THE CHEAPEST RELIABLE BEDSTEAD ON THE MARKET.

English made throughout, fitted with anti-sagging spring mattress with 12 coil springs at one end, perfectly constructed corners which makes the bed absolutely rigid, extra strong side angles and one inch steel pillar tubes. Can be easily fixed or taken down when not required. Suitable for Schools, Hostels, etc. Size 6'6" x 3' Enamelled Black.

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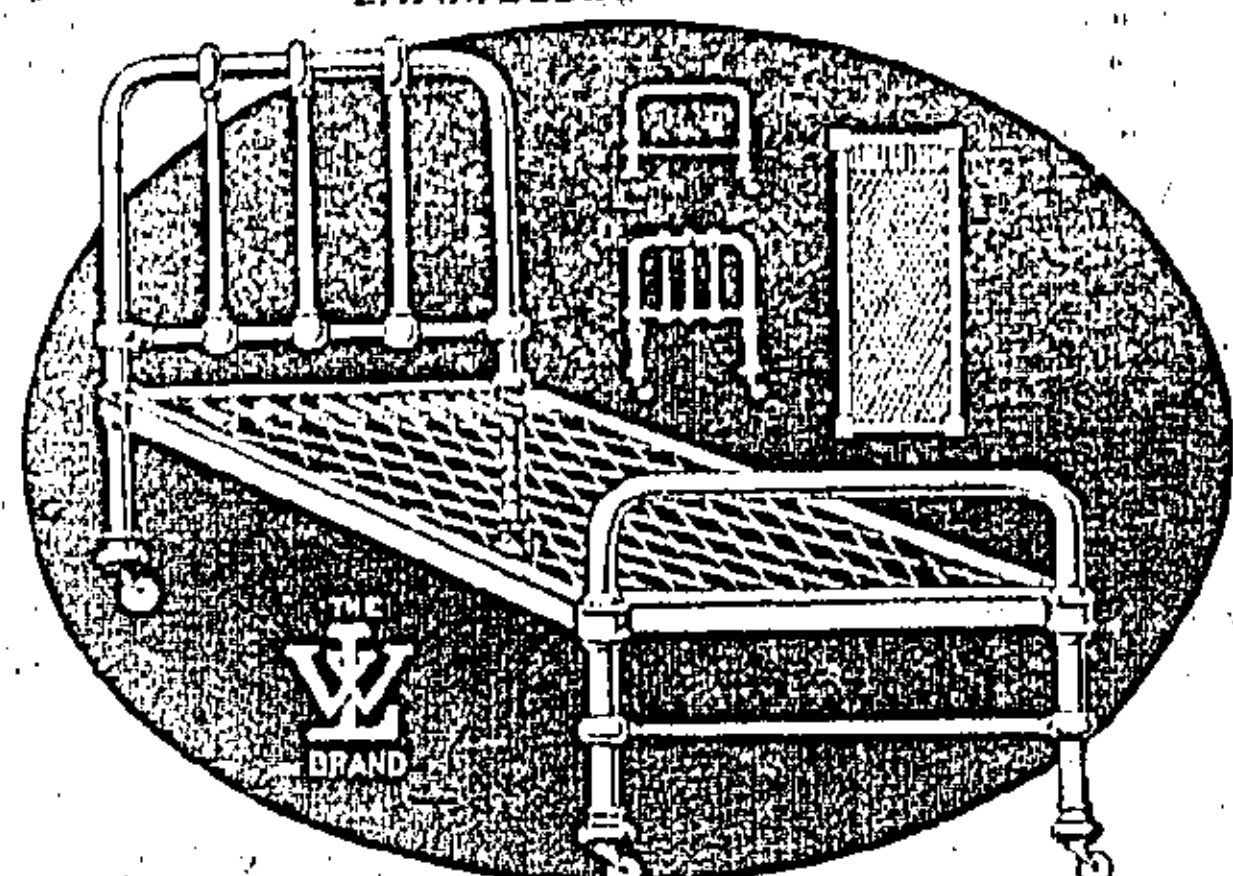


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Enamelled Black, fitted with 1 inch pillars, and strong iron laths, the side rails are specially strong to stand rough wear, especially suitable for Institutions, Hospitals, Schools, etc., etc. Size 6'1/2 ft. by 3 ft.

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THE "WHITELAW" BEDSTEAD



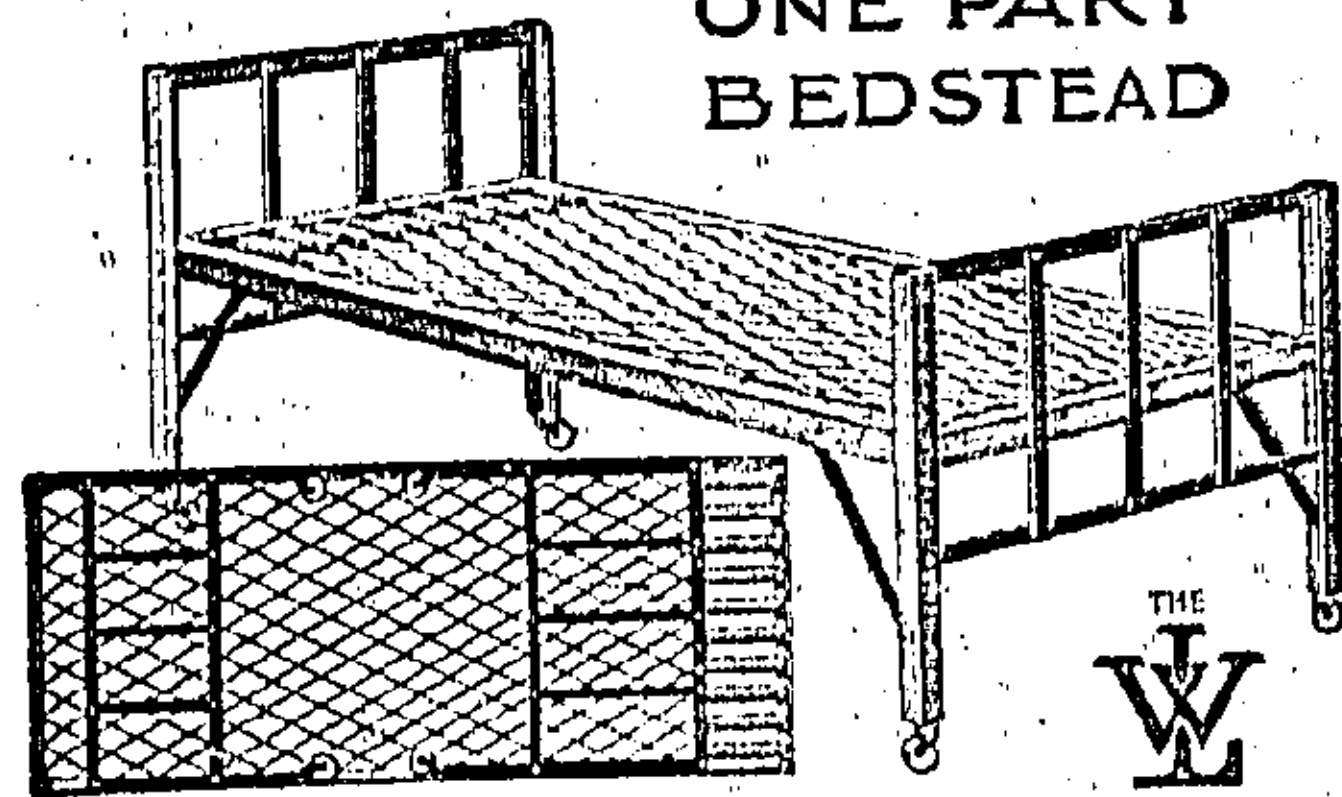
ONE OF WHITEAWAYS STANDARD VALUES

At the numerous requests of customers we have had our Whitelaw Bedstead Enamelled White. English made throughout, fitted with anti-sagging spring mattress with 12 coil springs at one end, perfectly constructed corners which makes the bed absolutely rigid, extra strong side angles and one inch steel pillar tubes. Size 6'1/2 by 3 ft.

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THE "FOLDEEZI"

ONE PART
BEDSTEAD



ONE OF WHITEAWAYS STANDARD VALUES

Made of wrought iron no screws or bolts, no loose parts, no cast iron. The head and foot are definitely attached to the mattress frame and hinges fold under when not required, in one undetachable piece. Enamelled Black. Size 6'1/2 x 2 1/2 ft.

STANDARD
VALUE
PRICE **\$17.50**

MATRESSES and MOSQUITO NETS

WHITEAWAY, LAIDLAW & CO., LTD.

"JAZZ KING" FREE AGAIN.

PLAYED OUT OF BRIXTON PRISON.

TROUBLE OVER INCOME TAX.

"I took one look at you, that's all I dared to do, and then my heart stood still."

With this tune played by jazz musicians who stood in the street, Teddy Brown, the heavy-weight jazz king, was last month played out of Brixton Prison.

Mr. Brown had been committed to prison for a few days, having been arrested by Sheriff's officers whilst he was in bed, for the non-payment of part of his income-tax, amounting to £260. He is the leader of the well-known Cafe de Paris Band, and an expert on the saxophone and zylphone.

He is 26 years of age, and weighs 24 stones. No one was more surprised than Mr. Brown when he was arrested, since he had in his possession a banker's draft for the required sum, but the Sheriff's officers refused to take a cheque. During the week-end Captain Robin Humphreys, of the Cafe de Paris, resorted to every possible means to secure the jazz king's release.

He visited Brixton Prison, where he was referred to the Deputy-Sheriff, who in turn told him to get in touch with the Home Secretary. On the telephone Mr. Johnson-Hicks informed Captain Humphreys that he thought the matter was one for the Treasury, and the Treasury suggested No. 10 Downing Street was the proper quarter to approach. But here he was referred once again to the Sheriff, who was "playing golf somewhere."

Frustrated until that morning, Captain Humphreys recommenced his efforts when the Sheriff's office in Red Lion Square was opened. Carrying the £260 in cash, Captain Humphreys visited the Sheriff, but was then alarmed to discover that costs amounting to £9 have also to be paid.

Pressman to the Rescue.

Perplexed, Captain Humphreys explained the position, remarking:—"I have seven pounds of my own, can someone lend me the other two?" A Pressman volunteered with the necessary total, and Captain Humphreys succeeded in getting a warrant for Mr. Brown's release. The warrant read:—"To the keeper of the debtors' prison for the County of London—Discharge out of your custody the body of Ted Brown from process now against him in my office. For so doing this is your warrant. (Signed.) William Plender, Sheriff."

Captain Humphreys, armed with this warrant, hastened away to inform Mrs. Brown of his success. The jazz king's wife was overjoyed, and took the car down to Brixton Prison at once, followed by Captain Humphreys and nine jazz musicians, who followed in Daimler cars.

It was well after half past eleven before the prison gates opened—the wicket gate was useless—to allow the ruffled jazz king to pass out. He was immediately greeted by the jazz band, and smiled while Press photographers snapped him.

Mr. Brown stated that he had had nothing to eat or drink from the time he went into the prison. All they offered me, he stated, was tea or cocoa and bread. After the food at the Cafe de Paris I couldn't look at it. I had nothing to drink, and the doctor was so interested to know how I had carried on. He wanted to examine me, but I refused to be examined by anyone but my own doctor.

They put me in a cell with a bed in it, but I did not sleep. I was very worried about it all, and all I did was to walk up and down. I didn't know I was coming out this morning.

Asked what he had to do while he was in prison, Mr. Brown declared that they wanted him to make mail bags or mattresses. I told them, he said, if they wanted me to work they had better bring my saxophone.

A man's heroic, but vain, sacrifice to rescue his younger brother was witnessed at Borthwen Beaches, near Holyhead, where a picnic party had motored to bathe. The sea was choppy, and shortly after they had entered the water Mr. Gwyn Williams, 22, a dental surgeon, of Holyhead, said he felt faint. Miss Lloyd, another member managed to get ashore, and discovered that the brothers had disappeared. Miss Lloyd, in an interview, said: "I heard Gwyn say, 'I feel fagged,' and immediately afterwards call for help. I saw Alan swim to his assistance, and he gave his life for his brother."

THE STRAIN OF MANY DIALECTS.

INTERNATIONAL COUNCIL TO CONSIDER.

"NO CORRECT ENGLISH."

Mr. G. Bernard Shaw was in entertaining mood when he sought to justify the need for an "International Council of English" to determine facts on disputed usages.

He was one of a gathering of distinguished American and British scholars, poets and writers who met at the headquarters of the Royal Society of Literature, in Bloomsbury-square, W.C., to inaugurate the council, which it was proposed should consist of "a hundred or so of the most distinguished authorities they could get in the English-speaking countries."

"The language of the island which includes England, Scotland and Wales," said Mr. Shaw, "consists of a number of dialects."

"To show you the complexity of our problem I have looked up the number of dialects we have. There are 42,767,500 of them. Each speaker of these dialects regards all other dialects as a mark of inferiority."

Serious Strain.

"This puts our population in a condition of continuous and very serious strain."

"When President Wilson came to this country, instead of using the word 'oblige' he used the word 'obligate.' It was a shock to us to find that a man could be President of the United States even if he said 'obligate' instead of 'oblige.' The question we asked ourselves at once was: Could a man be King of England if he said 'obligate' instead of 'oblige'?"

"The committee which had been asked to tackle the question for the B.B.C. found that even with words in everyday use there was no agreement among them."

Take the word 'cross.' If you tell a taxicab man to drive you, as I do, to King's Cross, he will do it, but if you say 'King's Crosses' he will get us there perhaps a fraction of a second sooner.

"There is no such thing in the world as correct English speech. We all have our dialects, and every one of our 42,000,000 is ready at any moment to give you what he calls an imitation of an American accent which would entertain you American gentlemen very much, because it would be something you have never heard before."

"The American dentist I go to calls 'water' 'water,' and what I call 'tartar' he calls 'tattar.'"

The meeting decided that it was desirable to form an International Council, and elected a committee of six to deal with organisation.

ELECTRIC LIGHTING IN A GRAVE.

SWEDEN'S UNIQUE MUSEUM.

A giant grave-mound from early Viking times, turned into a museum with electric light, probably unique of its kind in the world, has just been formally opened by Sweden's prominent royal archaeologist, Crown Prince Gustaf Adolf.

The mound, which is considered to be one of the most important of Sweden's archaeological finds during the last few years, is situated in the parish of Hasloev, in the province of Halland, on the west coast of Sweden. After having been completely excavated, the grave has been restored to its original state and made into a museum, where the visitors will be enabled to see how their Viking forebears buried their dead.



Being married to a mule is what makes a woman a nag.

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COMMENCING ON SUNDAY, JULY 24th,
a series of

OPEN-AIR CONCERTS

will be given at the

BATHING BEACH at 5 p.m.

(Kowloon Docks)

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FAMOUS BRITISH REGIMENTS

Now Stationed at Hongkong

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THE 1st. BATTN. THE CAMERONIANS

By kind permission of Lieut-Col. E.B. Ferrers, D.S.O., and Officers.

THE PIPERS OF THE 2nd BATTN. THE SCOTS GUARDS

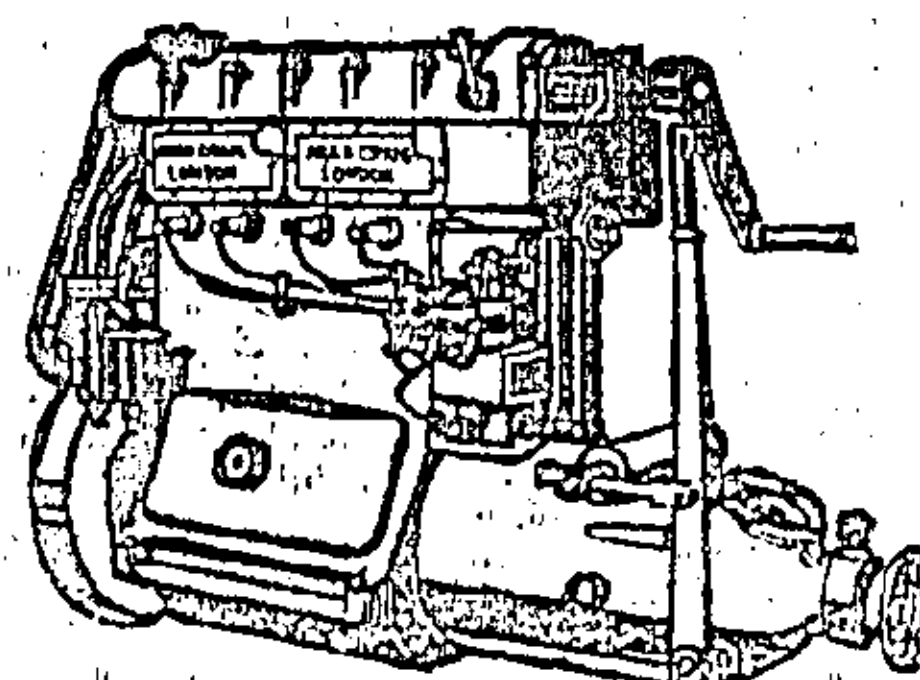
By kind permission of Lieut-Col. Sir Victor Mackenzie D.S.O., M.V.O. and Officers.

A launch will leave Statue Pier at 4.15 p.m.
Returning from the concert at 7.30 p.m.

Light Refreshments Provided.

TICKETS FIFTY CENTS EACH.

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7-12	4
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20-45	4
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40-70	6
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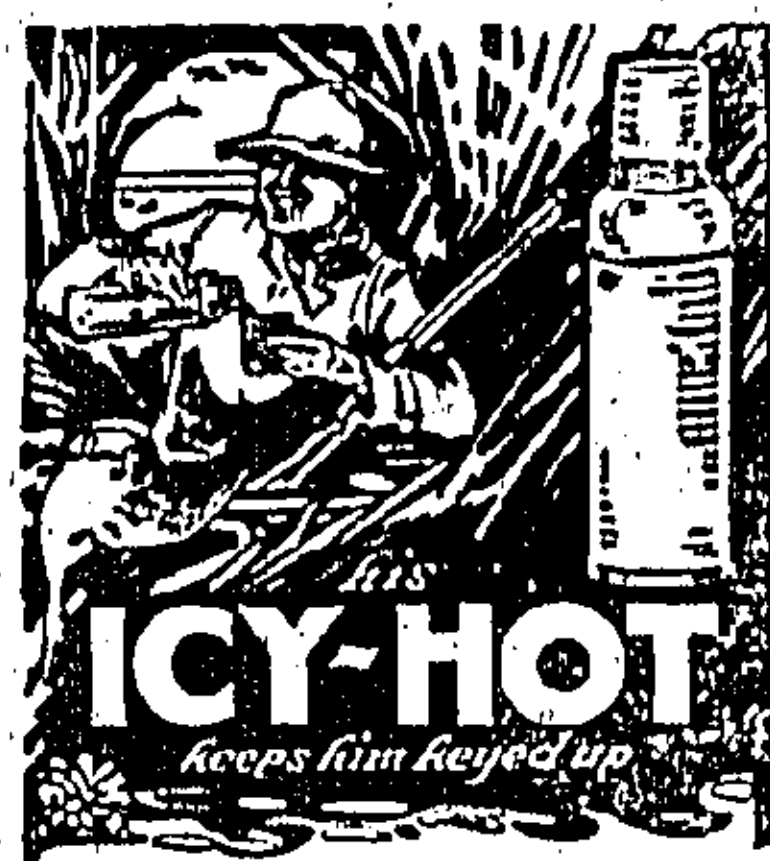
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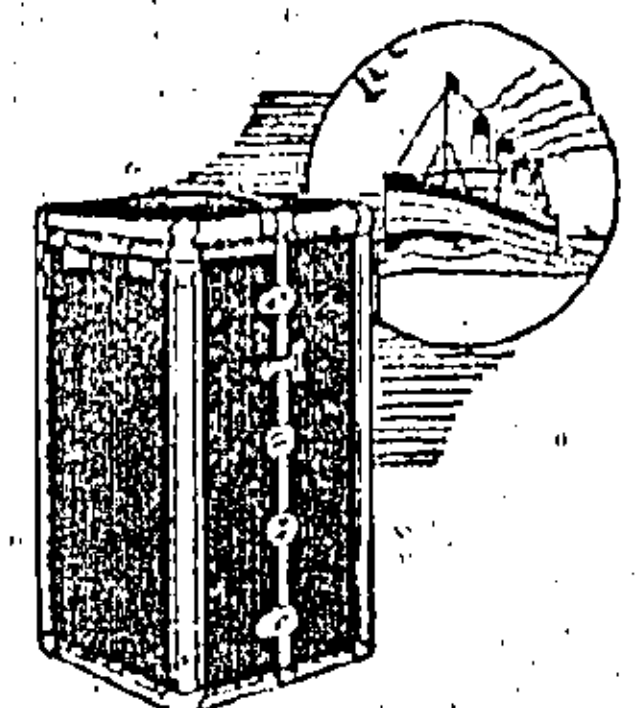


SINCERE'S SALE

Sensational Offers for Vacation Days



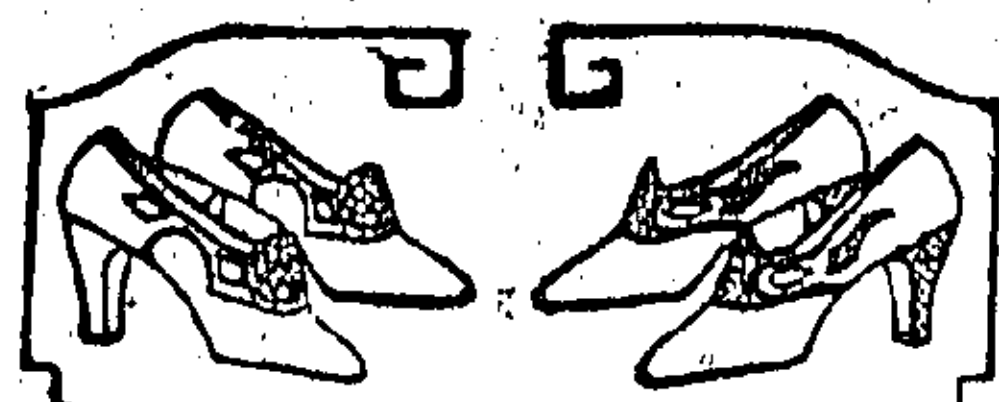
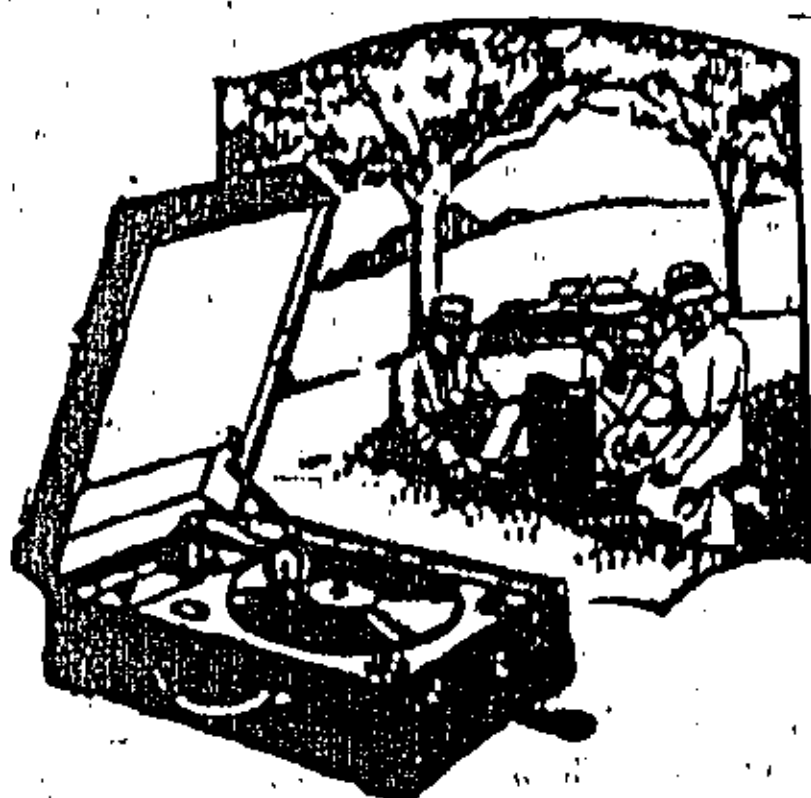
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BATHING COSTUMES
For Women
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Originally \$11.50

Get Your Lucky Bag for 25 cts. from Grocery Department.

SOVIET RIVALRY.

TROTSKY AND HIS PARTY.

EXPULSION FROM THE COMMITTEE.

Riga, June 26.

The Stalin group, which holds the reins of Government in Moscow, officially announces the decision formally to expel Trotsky and Zinovieff from the Central Committee of the Communist Party.

Orjonikidze, Chairman of the Central Control Commission (or Disciplinary Tribunal of the Communist Party), has issued a long official statement to the effect that the Presidium of this Commission and the Presidium of the Central Committee of the Communist Party held a joint sitting on Friday and this drastic measure was then decided on. The decision requires endorsement by a plenary conference of the Central Control Commission and the Central Committee of the Communist Party; and at Friday's sitting it was decided to convene the conference at the earliest moment.

Orjonikidze's statement contains a detailed indictment of Trotsky and Zinovieff. It declares that they had forced the Party's hand by recent acts of intolerable and open insubordination, particularly in connexion with the Anglo-Soviet conflict and the "partial defects of the Chinese revolution." In spite of leaders' efforts at conciliation, Trotsky and Zinovieff, even on June 9, the day when England was delivering the most furious attack on the Soviet (this was also the date of the shooting by the OGPU of the 20 Russians, including Prince Dolgoroukoff), circumvented the Party's surveillance, and, on a pretext of accompanying the Communist Smilga (who belongs to the Opposition and was formerly Acting Chairman of the State-Planning Council in Moscow), took part in an illegal Opposition meeting at the station and in an anti-Party demonstration in which the general public participated—this at a moment when England was preparing its anti-Soviet war and just after Volokoff's murder.

Indeed the anti-Party activities of Trotsky and Zinovieff "recently attained quite extraordinary dimensions," undermining the Party's influence, and frustrating the Party's efforts to "mobilize the masses" against the British attacks and to strengthen its military resources. It is stated that in connexion with the Party's war campaign Trotsky and Zinovieff issued a declaration stating, among other things: "If war really comes, every workman, every journeyman, and every poor peasant will ask bluntly: 'What war? For what are we fighting? What chances have we of victory?'"

"Monstrous Charges."

The indictment continues that, under the guidance of Trotsky and Zinovieff, the Opposition has printed and distributed great quantities of illegal literature, particularly a "declaration containing 31 monstrous and slanderous charges against the Party." The indictment "says that Trotsky, since 1923, when he declared that the 'Party had brought the country to the verge of ruin,' has used every crisis to deliver a blow at his colleagues. Last year Zinovieff joined him, and since then they have carried out ceaseless anti-Party attacks; they have their own illegal organizations, and have cloaked their tendencies to the Right under Left phrases."

It was now clear that their "declaration of repentance" of last October was merely a tactical manoeuvre to enable them to unbridle anti-Bolshevik forces within the U.S.S.R. Conings and warnings have failed to procure the Opposition leaders' real submission, and now coercion must put an end to their schismatic work.

It is noteworthy that, though the decision expels them from the Central Committee (which consists of some 60 odd members), it does not deprive Trotsky and Zinovieff of rank-and-file membership of the Communist Party.

Three Co-operative officials have been shot by the authorities at Krasnoyarsk for selling to private individuals and for not carrying out official orders, whereby, it was alleged, the State suffered losses amounting to more than 1,000,000 roubles (£100,000).

Early in May last the Central Committee of the Communist Party decided to bring Zinovieff before the Central Control Commission and to demand "an exemplary penalty" for his fresh attempts to disorganize the Party. On May 30 the Executive Committee of the Communist Inter-

STORM OVER RITUAL.

THREAT TO EXPEL FAMOUS PREACHER.

DR. ORCHARD.

A schism in the Congregational Union is threatened by a movement to "excommunicate" Dr. W.B. Orchard, whose unconventional services at the King Weigh House Chapel have caused acute controversy in Non-conformist circles.

Dr. Orchard has been severely criticised over a period of years for introducing alleged "Roman and ritualistic" practices in the historic Non-conformist church of which he is the minister, and the agitation to expel him has been given new impetus by the attack that was launched against him by Mr. J.C. Meggitt, the new chairman of the Congregational Union.

Mr. Meggitt, speaking from the presidential chair, denounced Dr. Orchard for his introduction into his services of "practices that are not easily distinguishable from those of Roman Catholicism."

"It is a gross abuse," declared Mr. Meggitt, "of that liberty and freedom which our denomination so fondly cherishes."

Two widely contrasting shades of opinion are struggling for mastery.

One large section takes the view that by introducing Catholic forms of worship in a church dedicated to Congregational teaching Dr. Orchard has so far over-stepped the limits of liberty and toleration that he ought to be compelled to withdraw from the denomination.

Violation.

The other section contends equally strongly that to "excommunicate" Dr. Orchard would be a violation of the fundamental principle of Congregationalism that a minister is free from all external interference as long as he carries with him the people of his own church.

Mr. Meggitt informed a *Daily Express* representative that no definite move has been made to expel Dr. Orchard.

"My statement in my presidential address was purely an expression of my personal opinion," he said. "I have made my protest, but I am opposed to direct action."

Dr. Orchard stated quite definitely that he has not the slightest intention of resigning.

"The Congregationalists are in a cleft stick, and they cannot see their way out," he said to a *Daily Express* representative. "Their own theories are breaking down, and they are just beginning to discover it."

"I am not worrying about anything in the nature of a trial for heresy. In the first place, there is no standard of creed or worship by which they could judge me. After all, what is a Congregationalist? The answer is that nobody knows."

"No doubt there is some business committee or council that could expel me, but that would not give me a sleepless night. If I am excommunicated, I should carry on here as the minister of an absolutely independent church."

A Good Start.

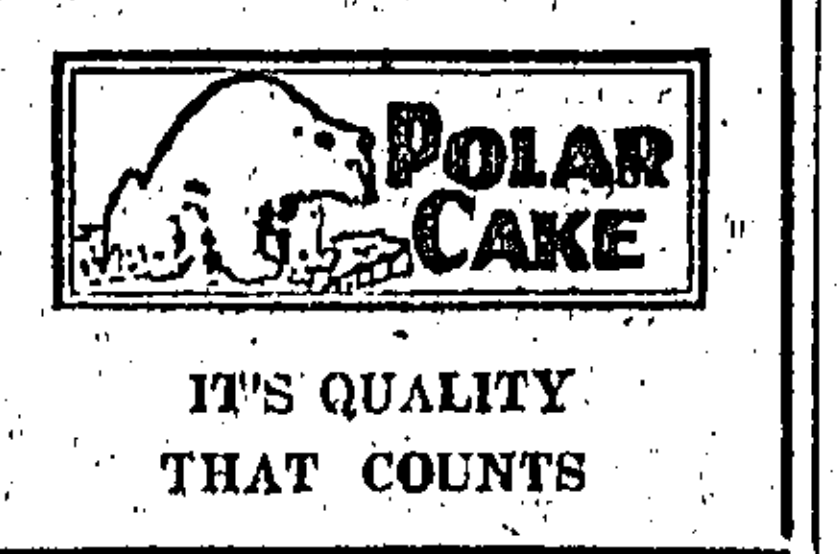
"Why did I ever join the Congregational Union? Well, I felt I had to join something. I hold the view that all the Christian creeds ought to be reconciled, and it would not have been a good start to stand aloof from everybody."

"I really do not think there will be any serious attempt to expel me. It would cause too much trouble in the union. Many Congregationalists who are opposed to my doctrines would go out with me just on the question of principle."

Dr. Orchard's practices are anathema to the great body of Congregationalists. He wears robes resembling those of a Catholic priest. He hears confession, and he has a service of Benediction with worship of the Reserved Sacrament.

He recently placed a reredos in the church, and he has introduced a pyx in which the Sacred Elements are displayed. He has to use his own words, "tried to anticipate the union of all the churches by an actual experiment of embodying various things from them all."

national ordered Trotsky "to cease disruptive work or leave the Comintern and the Communist Party," the Committee at the same time instructing the supreme party tribunal "to watch Trotsky and summarily to exclude him if he resumes his factional activity."



IT'S QUALITY
THAT COUNTS

THAT ROTTEN TIFFIN---

WAS IT COOKED
ON A PRIMITIVE
AR-RANGE-MENT,
OR WAS IT
COOKED BY

GAS?

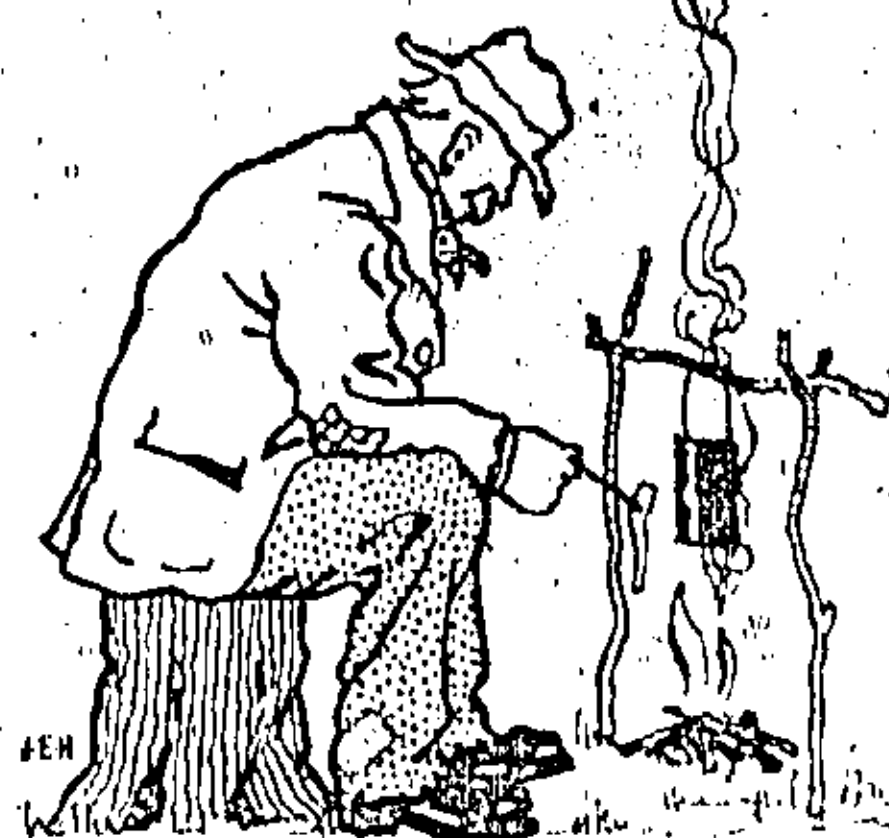
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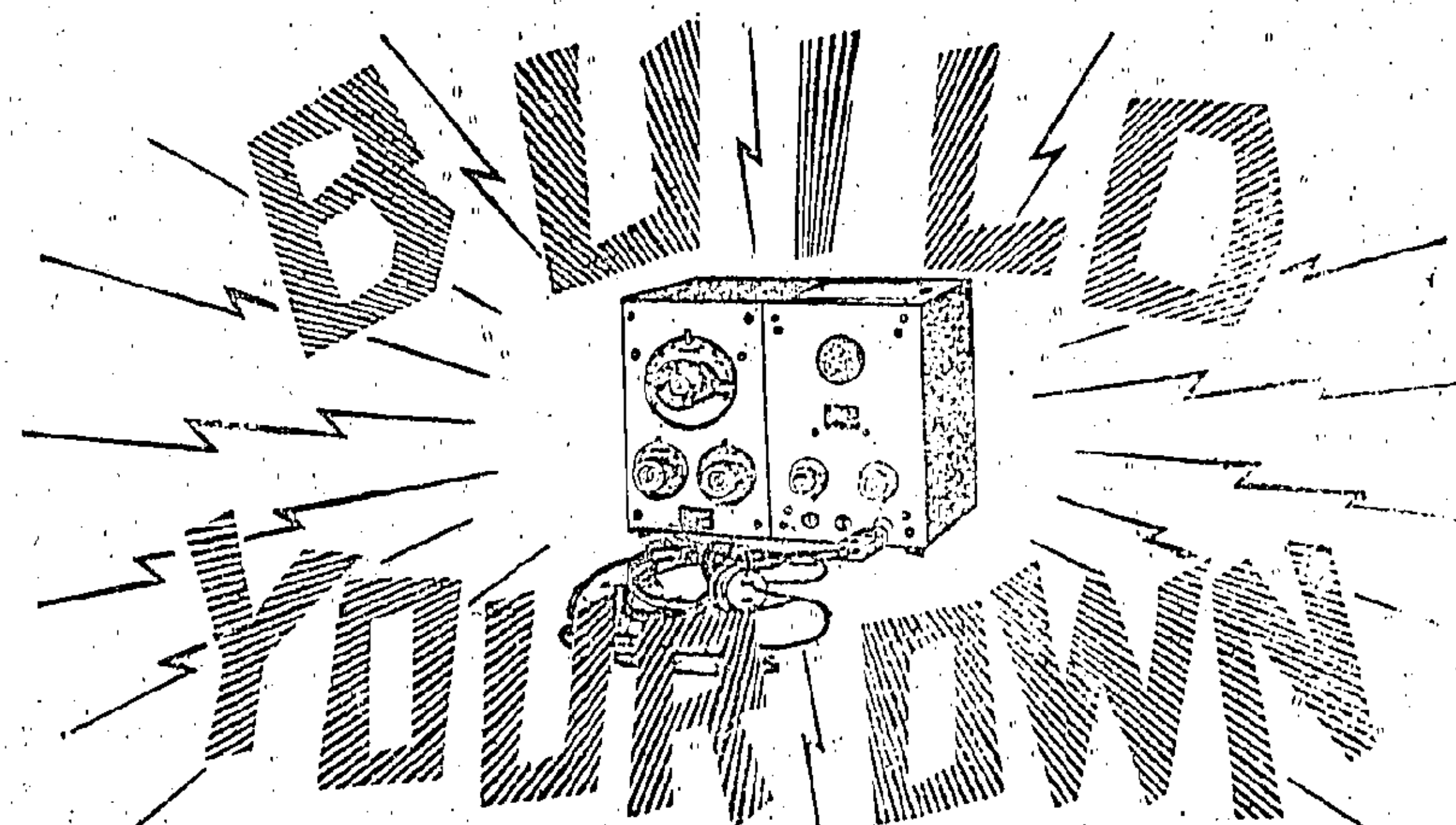
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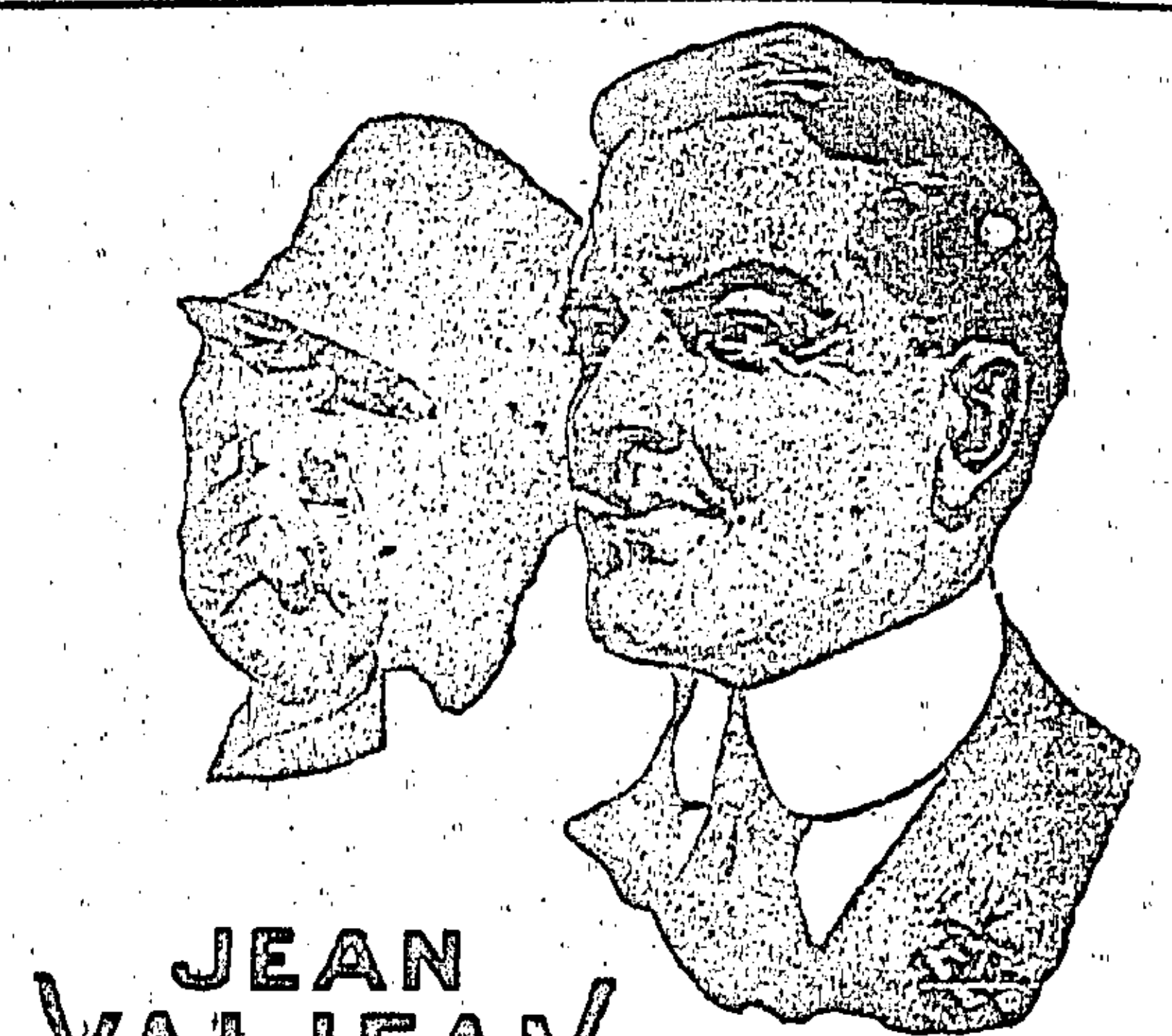
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"Truly a Cigar"
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 LEADING TOBACCONISTS IN THE FAR EAST

HANKOW TACTICS.

PRESENT WAR SITUATION
MADE CLEAR.

The Hankow Communists are sending three armies against Nanking headed by Generals Chang Fa-kuei, Chu Pei-teh and Chien Chen, writes George E. Sokolsky in the N. C. D. News. General Chang Fa-kuei is at the head of the Cantonese "Iron Army" which has been stationed in Honan and which is reputed to consist of brave troops.

General Chu Pei-teh was at one time one of General Chiang Kai-shek's closest associates but refused to follow him after the split. General Chien Chen is the leader of the Sixth Army Corps, consisting of Communisticly inclined Hunan troops, who were frankly responsible for the Nanking outrage.

According to Hankow figures as they reach Shanghai, these armies which are now being mobilized in the general vicinity of Kiukiang consist of 80,000 men.

Hankow's Tactics.

In addition to these regular armies marching on Nanking, the Hankow Communists are using guerillas in the southern provinces to embarrass General Chiang Kai-shek.

Hankow's tactics are quite simple: they assume that General Chiang will be forced to use his best troops, those under the Kwangsi generals Ho Ying-yin and Pei Chung-hsi in maintaining his position in northern Kiangsu and Southern Shantung.

The Hankow armies will therefore march on Nanking's position through Anhui and Kiangsi. They hope thus to catch General Chiang in a vice from which he cannot extricate himself whole.

Much of Nanking's hopes depended upon the attitude of two men, neither of whom are famed for fidelity, Feng Yuxiang and Chen Tiao-yuan.

Disruption in Nanking.

Instead of finding in Nanking, hard-working, harmonious officials, who are labouring to provide an excellent Government, one finds that the whole organization is being disrupted by a division into two major cliques, the Ningpo and the Cantonese—a division which has no foundation in political facts but is largely the result of machinations of General Chiang's underlings.

He has sought to utilize non-Kuomintang men wherever possible because he fears the national reputations of the Cantonese leaders. In creating division within his own house, General Chiang has done mischief to himself and to the Kuomintang.

Nanking's basic task at the present time is to remove the cause of discontent, this system of taxing everything even to the extent of killing the trade in China's own products by increasing the costs of exports—as criminal an economic policy as has ever been devised by a novice at Government finance.

The Believers in Union.

If the Nanking Government can solve her financial problem before the Communists get their claws into the Shanghai situation, Nanking has a fine fighting chance. If not, at the critical moment Nanking will be faced by the mass problems which ultimately destroyed Marshal Sun Chuan-fang. There are those in both Nanking and Hankow who believe that the best solution of the problem is the union of both Governments. The difficulty in the way of union lies in the fact that Hankow is willing to make peace with Nanking but insists upon the elimination of General Chiang Kai-shek.

Nanking is willing to make peace with Hankow, but insists that Comrade Borodin, Wang Ching-wel, Hsu Chien and Tung Jandah must be dismissed. It is as impossible for Hankow to get rid of the Chinese members of

CHINESE CHAMBER.

PROPOSAL TO ASSIST POOR
SCHOLARS.

The monthly meeting of the Chinese Chamber of Commerce took place yesterday afternoon, when the usual procedure of reading letters received from different merchants and business houses was followed.

Among the letters received, one from Mr. Ho Yu, urging the Chamber to devote attention to the education of Chinese boys, provided a good deal of discussion. Mr. Ho thought that it would not be difficult to collect funds for the purpose of providing education for the poorer students.

The Chairman, Mr. Li Yau-chuen, stated that the proposal was a good one, and he thought that as soon as it was possible to do so, steps should be taken to raise funds for the building of several schools at different places in the Colony.

Another member stated that since the Chamber was a commercial institution, any education provided should be of a commercial or industrial nature. If Hongkong possessed schools which could turn out young men who would be a credit to the Colony's trade and commerce, the scheme would deserve the fullest support of the merchants.

Attention was drawn to the difficulty of raising funds in Hongkong for the purpose of building these schools at the present time. The Chairman mentioned that over half a million dollars would be required to build a school which could give vocational education and suggested that the matter should be put in abeyance for the time being.

Villagers Appeal.

The inhabitants of Shek Kap Mei village asked the Chamber for their intercession with the Government in regard to the notice served on them to evacuate. The Chairman indicated that he would do all in his power for the villagers.

A foreman employed at Taikoo wrote to the Chamber that due to the sudden coming of the strike in 1925, he had been over \$1,000 out of pocket in the way of advances which he had made to the coolies employed at Taikoo. In a letter to the Chamber he explained that whenever the coolies were hard up, they always asked for advances from the foreman against their wages. In June, 1925, the foreman had advanced over a thousand dollars in this way, but when the coolies struck, the Company refused to pay any salaries, with the result that the foreman could not get his money back. He requested the Chamber to negotiate with the Company with a view to coming to a settlement.

Futile Peace Gestures.

There have been gestures toward peace but these gestures can lead to nothing because Hankow will not accept less than subordination of Nanking to itself. And even if Comrade Borodin were dismissed, there are sufficient Chinese Communists to carry on the work without him.

It must then be a war between Nanking and Hankow. Nanking can win if General Chiang Kai-shek would entrust Governmental matters to Kuomintang leaders of experience and if the Government had a greater regard for the welfare of the people.

For Nanking is still regarded by Chinese as better than either Hankow or Peking and General Chiang is still a popular idol in this part of the country. Nanking has the goodwill of the masses.

Nanking is still able to muster enthusiasm among the bourgeoisie in Shanghai. If Nanking loses this mass enthusiasm, the eventual war for mastery of Shanghai will be between Hankow and the North, probably with Marshal Sun Chuan-fang leading.

DALBANK RAIDED.

ACTION BY POLICE ON MIXED
COURT WARRANT.

The Shanghai Municipal Police, headed by Chief Detective Inspector T. P. Givens, surrounded the offices of the Far Eastern Bank, better known as the Dalbank, at 10 o'clock on Saturday morning and, producing a search warrant issued by the Provisional Court, entered the building and for four hours made a detailed search of the drawers, safes, account books, and practically all of the papers in the bank. At 7 o'clock on the same night they returned and placed a seal of the Special Provisional Court on the door.

Although the incident caused much excitement, it was, says the N. C. D. News, so quietly managed that there were practically no outward indications of what was going on inside.

Although the police refused to give any official statement about the raid, it was learned that in the party of police which entered the building were, besides the chief detective, a Captain Chow, representing General Yang Hu, the local Defence Commissioner, several well-known White Russians in the employ of the police department, several plain-clothes officers in the office of the Criminal Intelligence Department, and uniformed foreign officers.

Taken by Surprise.

No resistance was offered by the officials or other employees of the bank and the right of the police to search was in no way questioned. Evidently the bank officials had been taken completely off their guard. Yet there was such an absence of bother that a visitor to the bank not knowing the police by sight would not have known anything exceptional was occurring. Business was not interrupted.

Until between two and three o'clock in the afternoon a systematic search was made under the direction of the Chief Inspector, who directed his Russian assistants where to search and for what to look.

It is understood that none of the papers were either destroyed or removed from the bank, but a detailed account was made and is being indexed of all the bank's papers.

It is said that the drawers of the desks were first gone through and all their documents noted. The account books were also examined carefully, after which the safes were opened and gone through three times.

Besides these all the private accounts, current accounts, etc., were thoroughly inspected and a copy made of the bank's cipher.

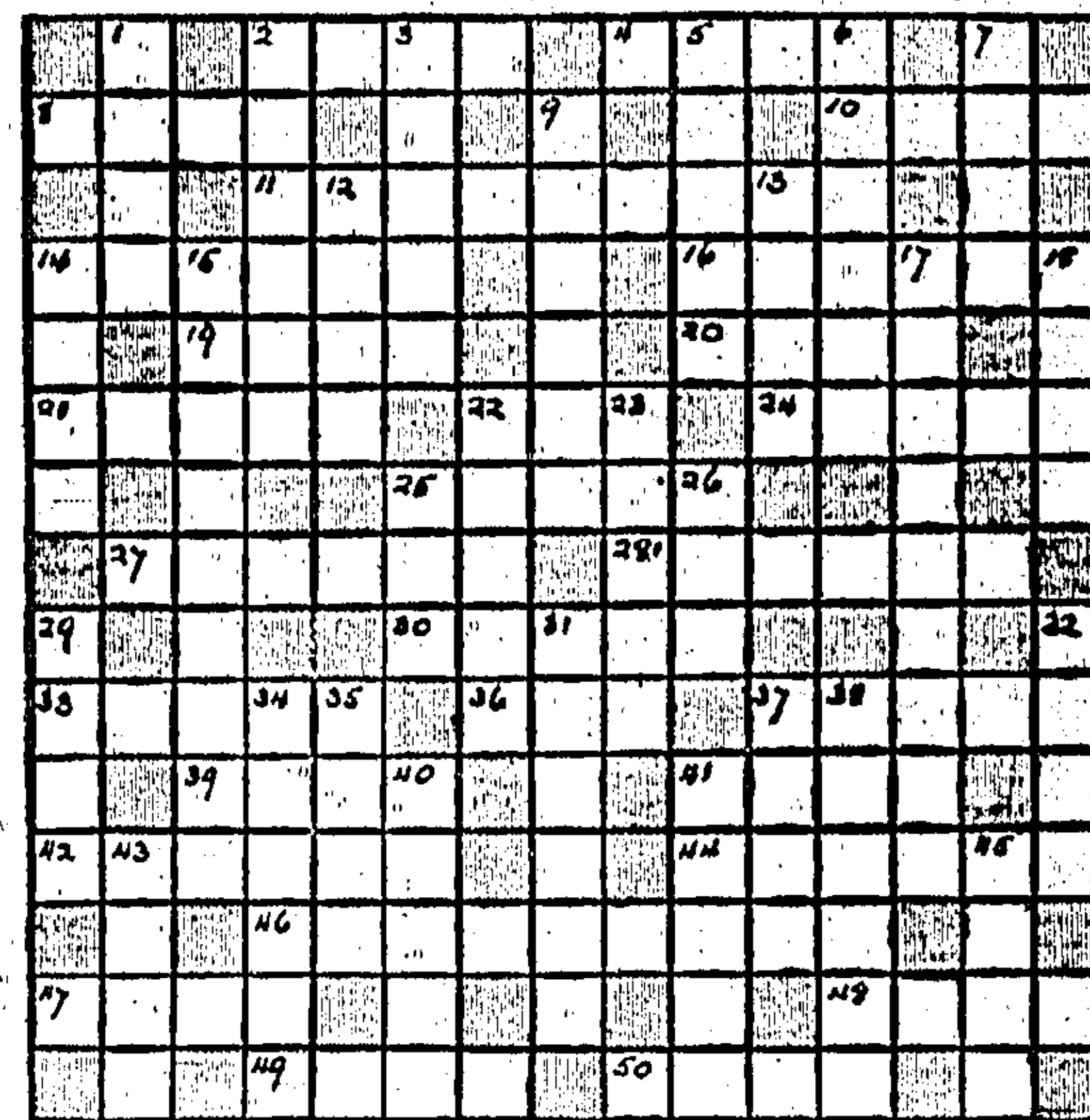
It was first reported that the raid was instigated by Mr. Huang Pu, Mayor of Greater Shanghai, but on Saturday night, Mr. Quo Tai-chi, the Commissioner for Foreign Affairs, decided that he was not back of the raid. The Commissioner said that the first that he knew of the affair was after the Soviet Consular officials had protested against the action. In this protest they are said to have branded it as an "outrage."

Chiang Kai-shek Blamed. It is understood that Mr. Quo has promised the Soviet Consul-General that he will make investigations and will attempt to clear up the matter.

In Soviet quarters it is believed that Chiang Kai-shek is behind the matter. They base that belief on the alleged facts that the military have gone over the heads of the civil authorities in asking that the search should be made.

The Soviet are also said to be of the opinion that the raid was the result of certain articles appearing recently in the foreign and Chinese press saying that the Dalbank was financing the Communists in China and the Wuhan Government.

OUR CROSSWORD PUZZLE.



Across.

- 2 Large bag.
- 4 Narrative poem.
- 8 Excursion.
- 10 Seed covering.
- 11 State of being alone.
- 14 Odours.
- 16 In an evil manner.
- 19 Genus of the lily.
- 20 Native of Denmark.
- 21 Scandinavian language.
- 22 Permit.
- 24 Has contracted leprosy.
- 25 Dissolves.
- 27 Give back.
- 28 Person of Aryan race.
- 30 German rifleman.
- 33 Satisfies.
- 36 Brazilian coin.
- 37 Plant disease.
- 39 Large numbers.
- 41 Residue of smoke.
- 42 Probe (Surgical).
- 44 Actor.
- 46 Repetition.
- 47 Jot.
- 48 Australian bird.
- 49 Invalid.
- 50 Take notice of.

Down.

- 1 Trim.
- 2 Upsets.
- 3 Finish.
- 5 Worked.
- 6 Pertaining to dogs.
- 7 Last testament.
- 9 Young girls.

- 12 Wild plum.
- 13 Famous cricket ground.
- 14 Mentally sound.
- 15 In an earnest manner.
- 17 State of being leprous.
- 18 Tale.
- 22 Pertaining to the moon.
- 23 Titter.
- 25 Cook.
- 26 Knight's courtesy title.
- 27 Common address.
- 31 Cordial.
- 32 Head covering.
- 34 Simple string instrument.
- 35 Let it stand.
- 37 Played on horseback.
- 38 Lent.
- 40 Plunder.
- 41 Vexation.
- 43 Instrument.
- 45 Always.

Yesterday's Puzzle.

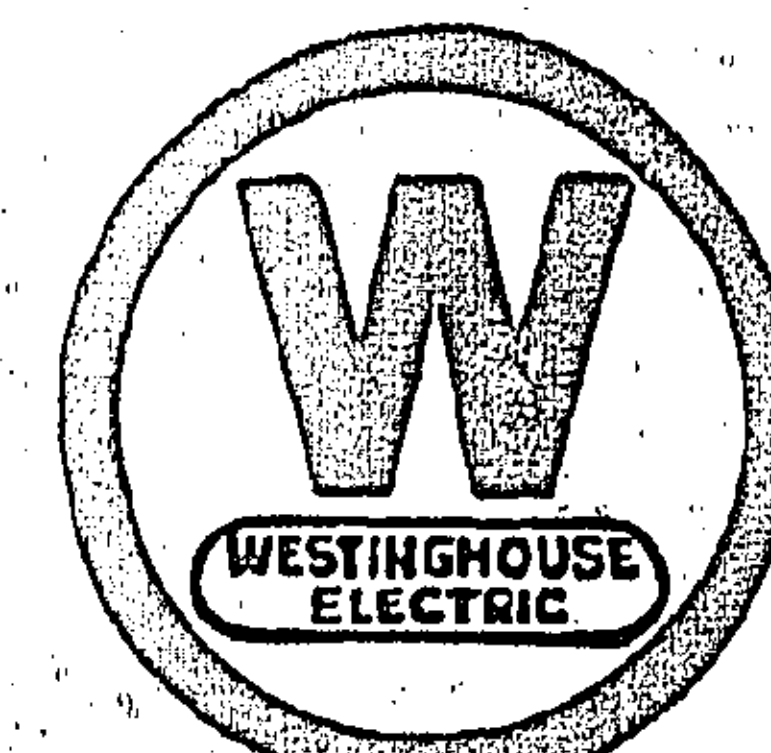
SOD. LEAVES BEE
HIEMAL MATURE
ELVES FINAL
ONES EVENTS
NATURALIST EH
APE TOT ARA
POINTEWARDESS
SPARS LIAR
STALE TRITE
ALIENS RETAIN
TEN DOTES LED

MRS. MOTONO

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MASSAGENo. 31B, Top Floor Wyndham St.
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MASSAGE

2nd Floor

2, Duddell Street, Hongkong.

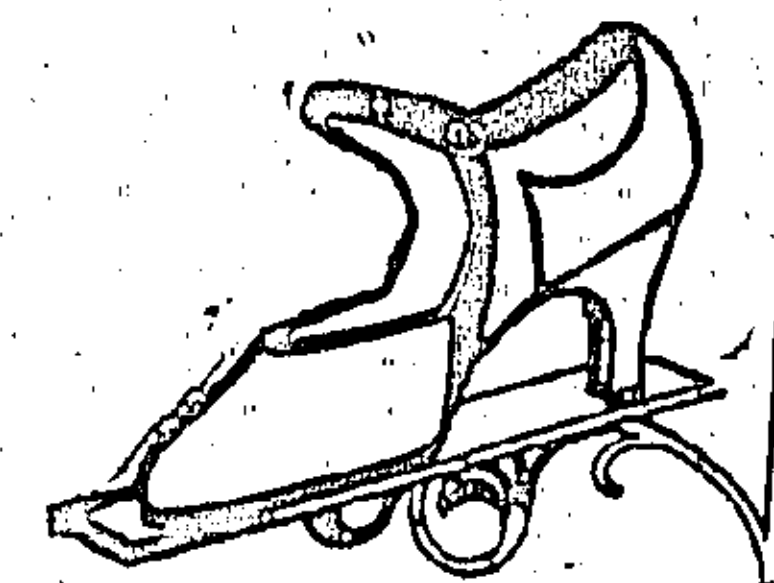


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T. NAKAO

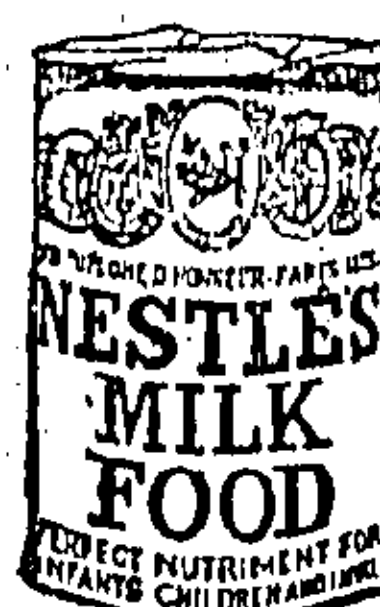
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best for
GROWING CHILDREN

FRECKLES AND HIS FRIENDS



If Alek Had Only Known!

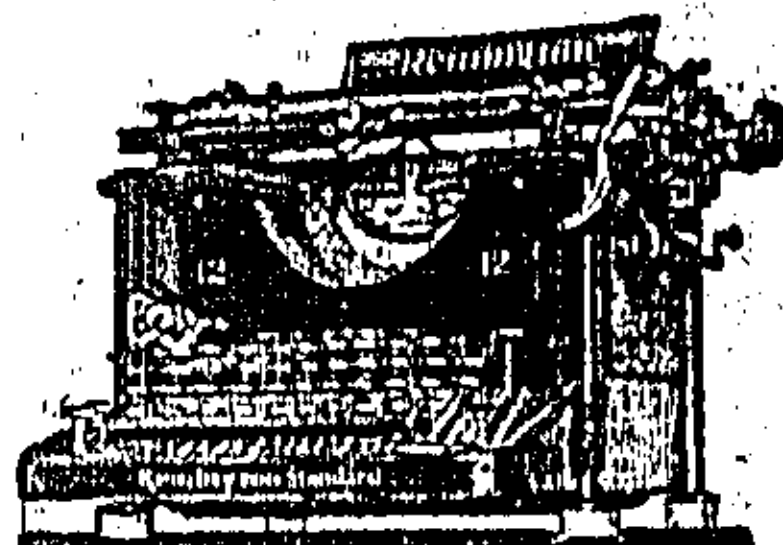
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ACKNOWLEDGMENT.

Mrs. E. Thompson and daughter
wish to express their sincere
thanks to all friends for the
floral tributes and kind sym-
pathy in their recent sad
bereavement.

DEATH.

WONG.—On July 23rd, 1927, at
Lugma Villa, Prince Edward
Road, Kowloon, John Chuen
Wong, an old resident of
Hongkong, in his 77th year,
after a brief illness. Funeral
on Monday, 25th July, pass-
ing the University Recreation
Ground, Pokfulam, at 3 p.m.The
Hongkong Telegraph.

SATURDAY, JULY 23, 1927.

THE SHANGHAI
PROBLEM.

A correspondent of the *Manchester Guardian*, has recently suggested that to find a solution of the differences of opinion between the Shanghai Municipal Council and a body which calls itself the Chinese Ratepayers' Association there should be the compromise of taking the International Settlement away from the Council and withdrawing it from China by making it a free city after the fashion of Danzig, which is governed under the general supervision of the League of Nations. Such proposals as this one says the *N. C. Daily News*, usually emanate from a definitely known Chinese political quarter and are always rejected by all responsible Chinese as a breach of China's sovereignty and by most responsible foreigners as further complicating an already too complex political problem. Were the Foreign Settlement the whole of Shanghai, the question of its relationship to China might be simplified, for that relationship involves the question of expansion. This is the only consideration which justifies thinking about the "neutralization" of the Shanghai area. The fifth part of the world must expand and there is plenty of room for such expansion but curiously enough, that expansion seems to take place almost entirely within the narrow bounds of the Foreign Settlement. The lower end of the French Concession has been made attractive to commerce and business but they have not gone there, preferring the more costly premises within the confines of the Settlement. Dr. V. K. Ting evolved a reasonable plan of attracting commerce and industry to the northern part of his territory—in a region between Kiangwan and Woosung, but nothing came of that. Chapei and

Nantao as they are now constituted are not likely to be able to assimilate surplus enterprises from the International Settlement. Yet, it is absurd for a city to expand upward towards the sky when there is so much cheap ground on its very boundaries. The argument in favour of "neutralization" and amalgamation of political entities can be supported from this one standpoint alone. Beyond that, it is at every point unsound.

The difference of opinion between the Chinese and the foreigners with regard to the Foreign Settlement is so fundamental that it is difficult to find a makeshift compromise. The Chinese say that the land is theirs and that even if their ancestors gave it to the foreigners as a dwelling place and for their commerce, they can at any time and in any way they decide, take it back or modify the foreigner's tenure. They do not now request representation on the Council, nor are they willing even to discuss the foreign view. They demand now not an equal voice but a superior control. The foreigners on the other hand, claim that they were given the Settlement because they were unwanted in Chinese territory. They were thrust upon a swamp and told to live there as they pleased. They spent 50 years or more turning that swamp into a wonderful city. It was clearly defined as their place to live, their ghetto, as it were. No one interfered with them. The Chinese officials did not assist them to build this wonderful city. The Chinese who came into it, came as refugees from the oppression of their own officials, or because their lives and property were unsafe during civil commotions, or because they preferred its order and cleanliness and general safety to the chaos where they came from. In no instances were they invited to come or asked to stay. Yet, it is admitted that their coming has increased the wealth of the place, has added to land values and has brought about such economic results as are usual with increased population and increased purchasing power. These two points of view are irreconcilable in logic and fact. All measures taken to reconcile them have ended in failure. The only political possibilities in the situation are the maintenance of the *status quo* or a change of contractual relationships by the negotiation of a new treaty between China and the Powers concerned with regard to Shanghai. A temporary expedient may be worked out with a view towards giving the Chinese residents a voice in the management of the Foreign Settlement, so that during this transitional period in China's affairs when there is no responsible Government with which the Powers can negotiate a treaty, the Chinese residents of the Settlement, those who pay rates and have interests there, may make themselves heard.

Short-Wave Commercial Radio.

There will be the greatest interest, we feel sure, in the announcement, which we were able to make yesterday, of the inauguration of a commercial radio service between Hongkong and Manila. The system is a short-wave one, and therefore will be immune from "interference" by the ordinary wireless traffic. In the hands of the efficient staffs that will be engaged on either side, the service should be free from interruptions, and work as smoothly as the ordinary cable system. The somewhat cheaper rates should be an attraction in themselves, but in time, with the proof of the pudding in proper working, we do not doubt that a considerable public patronage will be forthcoming. Essentially, the scheme requires support, if it is going to be a commercial success. In the case of a long telegram, with a large number of words, the saving in cost will probably be something to reckon in deciding whether or not to use radio. But in any case, the public everywhere is taking to innovations readily, and once this new service has been established on the basis of a reliable means of communication between here and the Philippines, with which a not inconsiderable amount of business is done, the operators will probably be kept quite busy. It is interesting to note that only a few weeks ago a commercial radio service between the Philippines and the United States of America was established by the Radio Corpora-

DAY BY DAY.

DO NOT ALLOW IDLENESS TO DE-
CEIVE YOU; FOR, WHILE YOU GIVE
HIM TO-DAY, HE STEALS TO-MORROW
FROM YOU.—*Crowsquill*.

Among recent appointments by the Secretary of State for the Colonies is Dr. T. W. Ware as Medical Officer, Hongkong.

It is officially notified that the name of The Tai Yuen Hotel Company, Limited, has been struck off the Register.

A Chinese has reported to the Police that while he was travelling on the ferry between Hongkong and Xaumat yesterday, someone stole from his pocket \$130 in bank notes.

Through falling through a window at No. 533 Canton Road, Kowloon, a Chinese woman sustained injuries to her head and was removed to the Kwong Wah Hospital.

It is notified in the *Gazette* that, at the expiration of three months, The Honour Land Investment and Agency Company, Limited will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

The following warships were in port this morning:—Wild Swan, Onslaught, Moorhen, Submarines L15 and L19, Wishart, Seraphis, Vindictive, Delhi, Foxglove, Emerald, Hermes, Dauntless, Marazion, Ruthenia, Khark, Fortol and the U. S. S. Helena.

The forthcoming wedding is announced of Mr. Arthur Edward Jenkins, of the Chinese Maritime Customs, residing at No. 7, Caroline Road, Causeway Bay, to Miss Nellie Kwok also of Caroline Road, Causeway Bay.

In the current issue of the Government *Gazette* is a notification calling for tenders for a licence for the exclusive maintenance of the ferry service for the conveyance of persons between the city and Hung-hom, Kowloon City, Saiwanho and Shaikwan, for three years from October 1st, next.

There have been eight entries, says a New York message, for the projected flight from Dallas (Texas) to Hongkong. Lieut. Carl Ben Eielson, who for the past two years has been in the Arctic with Captain Wilkins, has expressed his intention of attempting a flight from Seattle to Tokyo alone.

Yun Feng-cho and Liu Chun-yu two Chinese women who were arrested some time ago for spreading rumours that the Wuhan Women's Association was contemplating a naked parade, have been sentenced to be shot by the Association. It is learned that the Nationalist Government will not allow the execution to be carried out, and has ordered a retrial of the case.

Among the results of the Trinity examination of the Inns of Court, which was held in May, appear the following:—Roman Law, Class III: Chin Yin-kek, Lincoln's Inn; Cheung Lee-yeh, Inner Temple. Constitutional Law and Legal History, Class III: Toshio Okamoto, Inner Temple; Hong Hung-pang, Middle Temple; Cheung Lee-yeh, Inner Temple. Criminal Law and Procedure, Class III: Sin Moow-yong, Inner Temple. Real Property and Conveyancing, Class III: Koon Inn-tan, Middle Temple. Final Examination, Class II: Tiow Wang-goh, Inner Temple. Class III: Hun Yam-teh, Inner Temple, and Soon Kim-teo, Inner Temple.

EXCHANGE RATES.

London, July 22.	
Paris	124
Brussels	34.93
Amsterdam	12.11 1/4
Stockholm	18.12 1/2
Copenhagen	18.15 1/2
Vienna	34.50
Helsingfors	192.70
Lisbon	215.32
Bucharest	508
Buenos Aires	47.29 1/2
Shanghai	2/15 1/4
Yokohama	1/11 1/4
New York	49.51 1/2
Geneva	25.22 1/2
Milan	89.30
Berlin	20.42 1/2
Oslo	18.70
Prague	163.80
Madrid	28.30
Rio	6.27 3/4
Athens	309
Bombay	1/5 13/4
Hongkong	2/0 1/4
Silver Spot	26.1 1/2
Silver Forward	26.1 1/2

—British Wireless.

tion of Manila, and it suggests possibilities of relayed wireless communication from Hongkong to, say, San Francisco, at moderate cost, and in speedy time. Historically considered, the new service marks another advance by the Far East in the use of the latest scientific methods and appliances in com-

A KALEIDOSCOPE OF LONDON.

Quaint Characters of the Metropolis.

I remember the incident well. The train was sliding into London, piercing the outer nimbus of smoke. We had passed the suburbs which are crawling and angling and biting further and further into green England like the claws of some geometrical red lobster. We were slithering among the tented acres of roof and a cockney population of chimneys from which smoke dribbled up to meet an ochreous, fuming London drizzle.

We crossed streets, pale trenches of fog with trams and cars and people tending little by little cityward in them. The thick smell and the feel of London seemed to excite the train. We sprang through slamming stations, hit points and jumped past signal boxes glittering with alarum and then emptied our wheels over a sheen of even metal, a junction as wide as the Thames. Brown day crowded down. The lights in the compartment were lit. We might have been a corridor of iron stars thrown at it, last to earth.

Then a station much larger than the rest cannoned by. Its platforms were wide, snapping strips of light. An unaccountable apprehension seized me. Was I in the wrong train? Had I passed my station? I was possessed by the fantastic wonder—how the Londoner will laugh at my rural ignorance!—that somehow the train had passed through Water-
loo; that by some trick of the points, some conspiracy of the signal man, we were eluding the terminus and might even be missing London itself!

I looked in small panic about the compartment. The faces of the accustomed passengers were wagging over their newspapers. In one of them I caught the beginning of a headline, "Mysterious Disappearance of—" I looked from window to window in dismay, sitting on the edge of my seat. London might disappear at any moment. And then it was I heard a sniff, a assuring grunt from the man in the opposite corner: "Clapham." I was all right.

That was the only word he said, but the eloquence of it! He was wearing a mechanic's overalls. He looked like an engine driver. He was an oldish, puddingy kind of man with hair as pale as lemon sauce, two solid brown eyes fixed like currants in his head under a faintly curling steam of eyebrow. His mustache hung from his nose like two contemptuous strings of tape. He held his paper down for a moment and considered me with a don't-suppose-you-know-much-about-London disdain. Something scornful, final, uncommunicative, annulling there was about those eyes. Every move you made betrayed to them your ignorance of his customs, and that more than anything else fills the cockley with an irony and a pity which are devastating. There was in those eyes the knowledge of innumerable bus lines and tube routes, short cuts and alleyways in thousands, the titter of a million taxis, the glare and ridicule of a score of railway termini, the derision of new one-way streets, the authoritative, official amusement of the metropolitan police, and the inert blank weight of the city itself.

My lips moved faintly to thank him, but beneath the sheer load of his great knowledge he dropped with a snuff behind his newspaper. At Waterloo he sank steaming into the Highgate tube, the lift closing upon him like an oven door. I supposed I should never see his again.

But I did see him again in the matter of a few hours. I walked across the river and his disdain seemed to accompany me. When I posed as being genial and knowledgeable he seemed to be there betraying me till I lost all confidence. Though London is a jangling kaleidoscope, and turning it you pass from street to street, from cry to cry, escape a million wheels and see a million faces that your memory discards (for you will never see them again), yet I could not shake him off.

I carved my way through London's bus-laden air; it was vermillion and trembling with buses, storm-gray and foam-white with solemn buildings. The senti-
mentality of London! Black taxis rolled slowly out of the side turnings like an eternal game of bowls, one after the other. Barges bubbled up dragging the river after them. Cranes were conducting their earnest dumb show over the wharves, conjuring with the bales

and secreting them in the sleeves of the warehouses. At Charing Cross the sun was bewildering the vehicles and dazzling the shop windows.

I walked northward. At Leicester Square dropped pellets of iron rain. In Charing Cross Road the rain had become swift and thick as traffic. The air was impassable. The rain beat up and down like a thousand little electric machines and sparked and crackled in vivid white on the roads. I sheltered in a doorway with another man. This rain was the kind of joke he was tired of, he said.

"Goes through yer." Then looking me up and down from the brim of my hat to the heels of my boots and divining sympathy therein, added: "Makes yer want to be in China, don't it?"

The rain thinned away until nothing remained but the perfume of it and the peace. There was a river of blue in the sky and petals of small cloud floating upside down in it.

Northward again, in Tottenham Court Road there were only furniture shops and Indian students. Near Goodge Street there was a man standing at the street corner putting all the vehemence of his face and his two overcoats into a corner. The brassy yearning of it! He wore a bowler hat, which, as he blew, rose and fell slightly on his forehead like a safety valve.

Near Goodge Street again there was a small public garden, a sooty place where railings and asphalt and iron seats thrived. Someone had etched a few trees, and in those days there was a cold, green smouldering of buds on them. The boughs were lucidly drawn, a blot here and there was a sparrow; a white scratch, a sparrow's voice.

Tren, too, there was a patch of grass so green that you could not believe it was London grass, but some marvellous emerald pool; and in the grass there was a choir of difficulties, the full-cassocked, double ones that, rising in the mold, sing all the heaviness out of it. A song of scaffolds—and London weighs no more than a spot of rain.

It was now nearly the end of the morning, and a blur of orange and lilac light in the gray sky, like the glow of an arc light in a fog, showed the poor sun at his zenith. Alongside the railings of this garden an enormous traction engine drew up. It had a tank at the back of it and was covered with a carnival of wheels and pipes, funnels and tubes, all breathing and spitting. I stared at the creature. It looked like a mechanical cockroach. "Bombastically it squirted a fan of steam underneath; exultingly, it hissed from its chest; oil spilled from it; it panted, and all its brass teeth and steel pistons shone.

"What is that?" I asked in amazement of a little man who was standing by me. His coat drooped behind him like a rook's tail. He was ragged and insignificant, all that is miserable but pert to look at. He said in the "obliging" cockney voice:

"Gulley scooper, guvnor." He became more informative. "Does away wiv labour, guvnor. Hov'erthin' does away wiv labour, guvnor."

"Everything?" I said with an air. I was beginning to know my ground for the first time.

"Yes," said he. Pause. Awkward pause. "Yes," he said, and coming closer whispered with a confidence that turned my head. "But they can't do wivout men, guv! Not wivout men!"

It was a declaration of independence. He stood away. He seemed to become larger. He lifted his chin. He puffed out his chest. He patted it. He was enormous. "Nao!" he shouted in derisive triumph.

"No!" I shouted too, carried away.

"Not wivout men!" he shouted. "Not wivout men!" I called out. We glared. We gazed at each other in mutual admiration. There was a long pause. Then the grandeur of humanity became embarrassing. We did not know what to do with it.

"Nao!" he said, shaking his head weakly.

"Nao!" I began, feeling a little ridiculous. And then, sitting at the wheel of the traction engine, I saw a puddingy kind of man with hair pale as lemon sauce and under a vague steam of eyebrow, eyes, eyes, eyes.

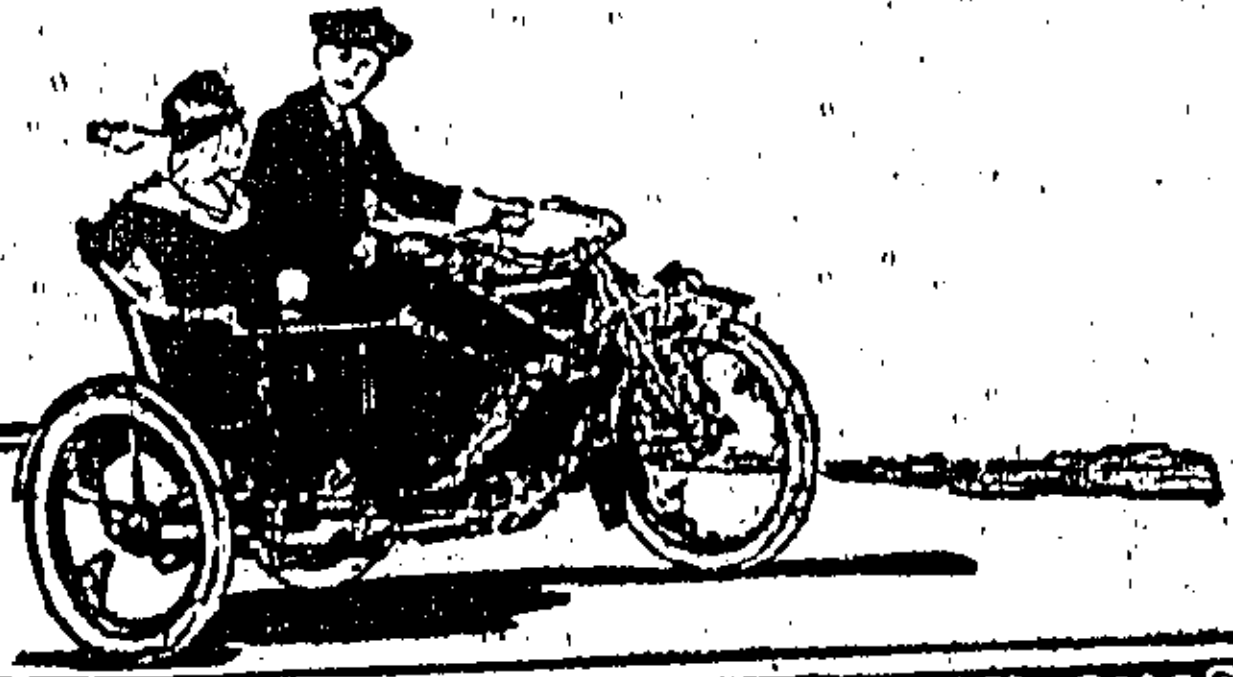
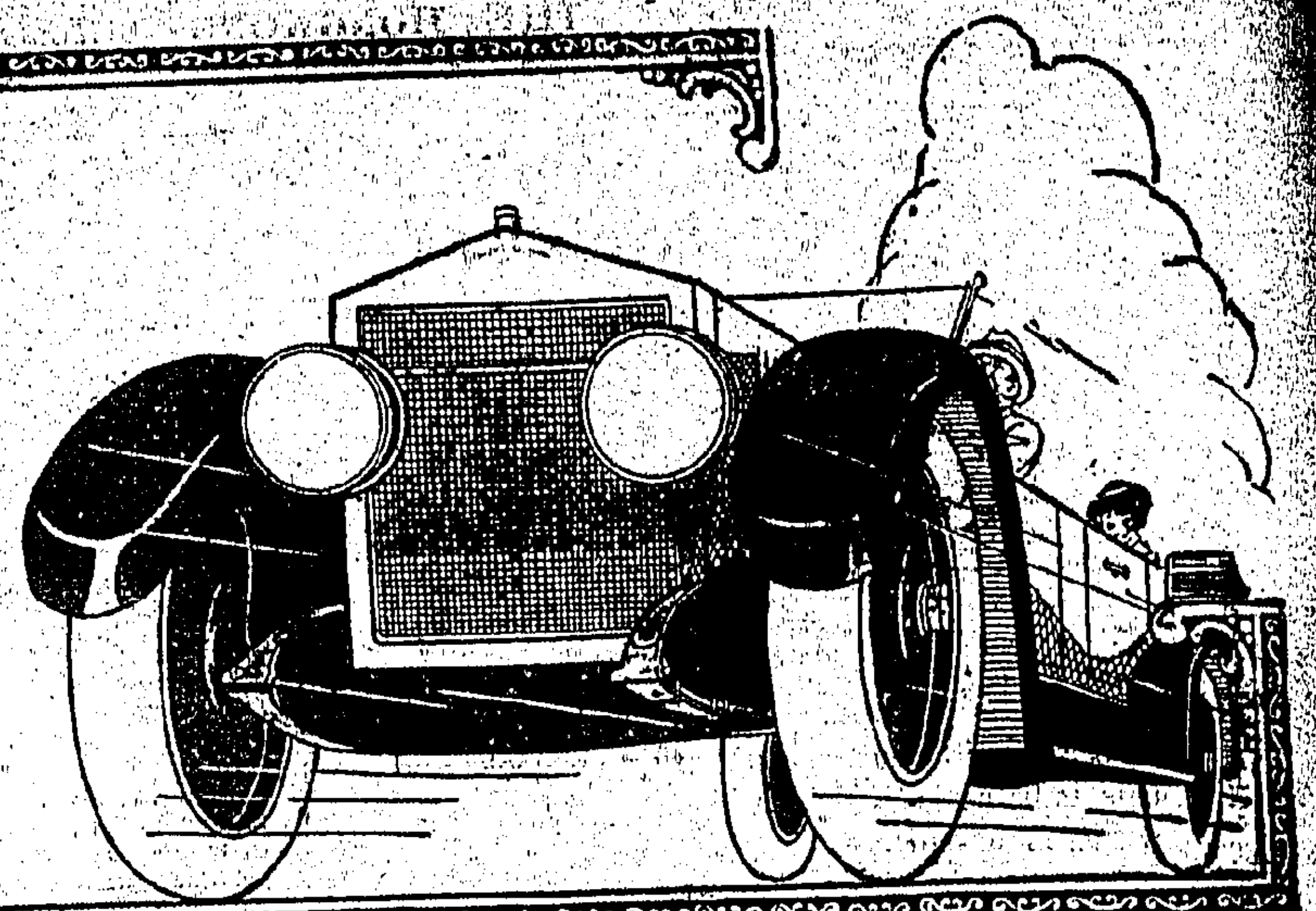
V. S. P.

Mrs. Van Andel, who resides at the Repulse Bay Hotel, reports that between Lee House Street and the Italian Convent, or between Messrs. Lane, Crawford, Ltd., and the Hongkong Hotel yesterday, she lost a gold necklace and pendant. The pendant had a fairly large opal in the centre surrounded by small diamonds, and the property is valued at £10.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 23rd JULY, 1927.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Dangerous Driving.

Further instances have been brought to our notice of the danger that still exists on the Stubbs and other roads on account of the careless drivers who will persist in passing other vehicles on bends. We cannot condemn this practice too strongly, and suggest that an effort be made to make examples of some of these offenders. It would be well worth the time involved in placing a number of traffic constables on duty for the purpose of taking proceedings against such people.

Controlled Areas.

There seems to be a certain amount of resentment among motorists concerning the matter of driving in controlled areas. One motorist has suggested to us that in prohibiting the passing of another vehicle in such places, much annoyance is occasioned. The instance is quoted of a heavily loaded lorry which ambled along at a speed of ten miles per hour, thereby necessitating the limiting of the speed of following vehicles to an unreasonable extent. Such a complaint is not without reason, especially when the controlled area happens to be in a hilly district, where a heavy vehicle might be crawling up hill at a speed considerably below that allowed for ordinary vehicles. Very few motorists keep down to the actual speed prescribed for controlled areas, although they do slacken down to a degree which ensures safety. Perhaps the official view might be rather less stern than at present, providing there is no advantage taken by drivers as a result.

Taxis.

Hongkong's first experience of taxi-cabs was not a particularly happy one, although in spite of the troubles which beset the Company concerned, the pioneering of the service will have provided much valuable information, both in regard to the conditions under which to run, and the type of vehicles employed. In this respect, the Colony has benefited by the venture, providing as it did, a base upon which to consider the organisation and control of any such enterprise of the future.

Public Necessity.

We think one point has been clearly established, and that is

that the Colony does need a taxi-cab service. With all their faults, the recent vehicles filled a real want, and now that it is no longer possible to engage a taxi, many are the regrets expressed that the service has ceased to function. The unsatisfactory aspects of the recent system, should not therefore prove a hindrance to the inauguration of another service, rather should the unfortunate experience of the past be a guide for the provision of satisfactory facilities for the future.

Licences.

Now that the licensing season is in full swing, we would like to draw attention to the difficulty of relicensing a motor vehicle for a period less than the stipulated twelve months. It appears that the authorities are reluctant to issue a licence for six months, although a concession should surely be made to any motorist who may be remaining in the Colony for only that period or part thereof. We have previously mentioned this subject, and in doing so, have referred to the method employed at Home, where licences may be taken out quarterly, half-yearly or yearly. In Hongkong, it frequently happens that motorists are due to take Home leave, or even leave the Colony permanently before the expiration of the full licensing period, and it appears that they have a just claim to consideration on that account. Motorists passing through, who may remain here for a month or two, are able to secure a temporary licence at a small fee. We understand that during the present month, several motorists have applied for a six months' licence, but that their applications have been refused. It is rather difficult to see eye to eye with the authorities in their attitude in this matter.

A Suggestion.

It has been suggested that a somewhat novel system be introduced at the foot of Garden Road. The idea is that an arrow should be painted on the road slightly to the west of the constable on traffic duty. With the arrow there would be the letter "E," denoting that cars desiring to turn east should take up their position by the arrow and await the signal to proceed. In actual practice, cars thus going towards Wanchai would bear over to the centre of the road. This

VETERAN WINS T.T. RACE.

Life's Ambition Realised.

Douglas, Isle of Man. F. W. Dixon, riding an H.R.D. machine, to-day won the Junior Tourist Trophy Race at the remarkable average speed of 67.19 miles per hour. When he was lifted off his machine his goggles were covered with flattened-out flies, and he was bruised and battered, but for all this he was a very happy man for he had achieved his life's ambition. He snatched victory in the last lap from W. L. Handley.

Dixon covered the 264 miles 360 yards course, with its 140 bends, in 3 hr. 55 min. 54 sec., a record for the junior race. H. J. Willis, on a Velocette, was second with an average speed of 64.78, and J. H. Simpson, riding an A.J.S., with an average speed of 64.33 was third.

Dixon, the winner, is a T.T. veteran. He lives in Middlesbrough and has ridden in all the big motor-cycle races at home and abroad for many years. He won the sidecar T.T. in 1923.

Before the race Dixon declared, "I would give ten years of my life to win a solo T.T. race. Again and again he has been within sight of victory, only to be robbed by ill-luck. To-day the tables were reversed. Handley had led all the way setting a terrific pace. It was not until Dixon on the last lap saw a forlorn figure working desperately beside his machine on the roadside that he knew victory was his.

Handley's mechanical trouble came when he was within sight of home and had a clear lead of 2 min. He was so utterly heart-broken that he refused all information to the officials as to the cause of his breakdown. He rode pluckily on the third lap. His machine skidded on an oilpatch. He was hurled fifteen yards along the road, sliding on his right shoulder. Badly shaken, he remounted and continued to lead the field until the machine and not the man broke down.

BRITISH MOTOR CARS IN AUSTRALIA.

Special Design Needed.

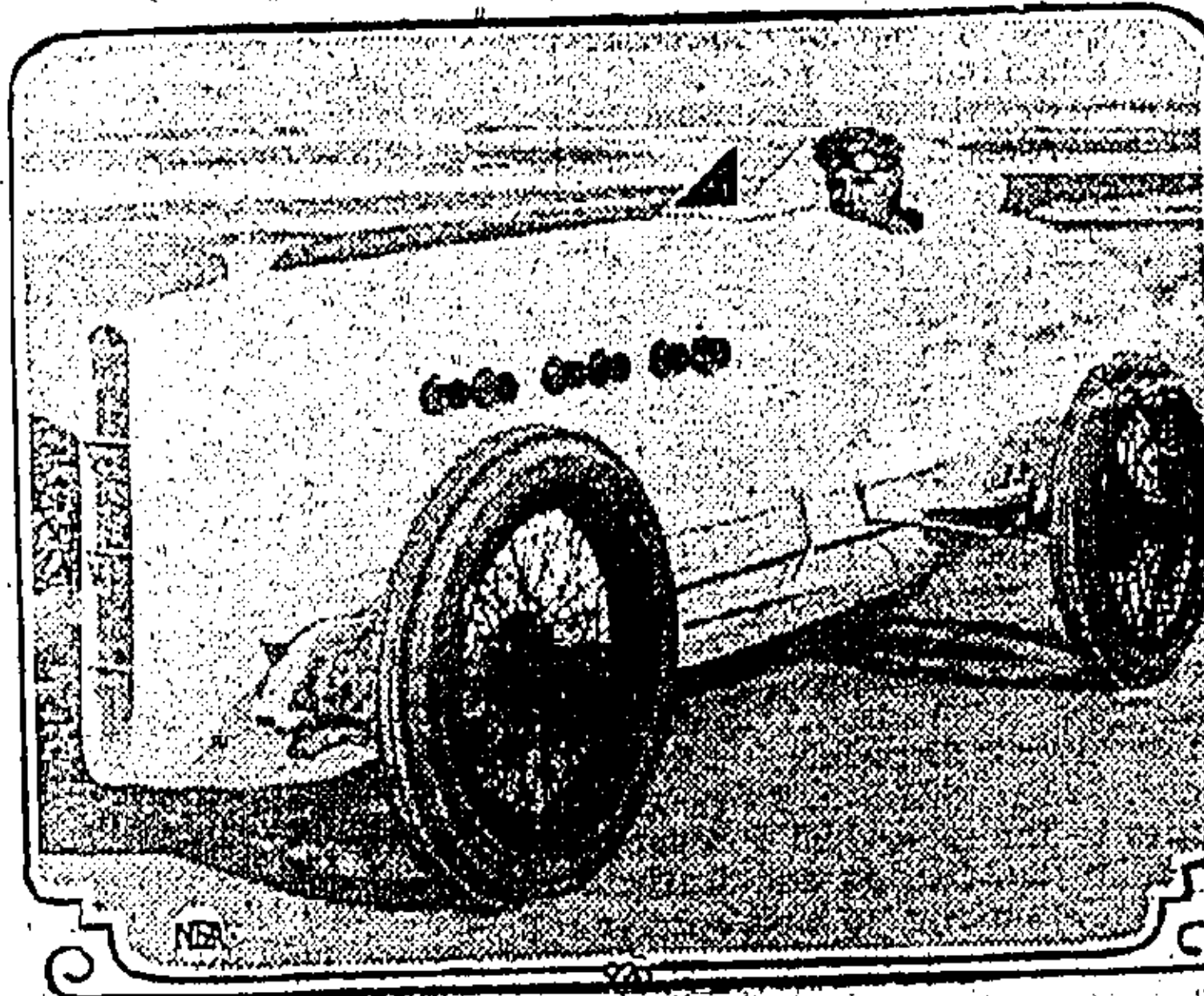
Though the members of the British Motorcar Commission have not completed their inquiries, it can be stated with the utmost confidence that they have reached finality upon the chief objects of their mission. In all the States they have witnessed a definite increase in the movement to import British motorcars, which is due in part to a greater consciousness of the need of Imperial unity but in a larger measure to the decision of the leading United States companies to dispense with local agencies and sell direct to the public.

Notwithstanding this, they have noticed that actual sales of British motor-cars have not shown an increase corresponding with the swing of public opinion or the circumstances, and a close inquiry and personal observations have disclosed the fact that British engines and gears are not so well

would leave the left of the thoroughfare free for all vehicles proceeding in a westerly direction, and another arrow with the letter "W" would indicate this. It is claimed that such a system would eliminate the confusion which is liable to arise with cars turning left or right at this point, and furthermore, the cars which do turn westwards towards Queen's Road, Central, would not find it necessary to stop as at present. The suggestion is quite practical, and it might be worth consideration.

TO BEAT SEGRAVE'S RECORD?

A Somewhat Optimistic Aspirant.



The car Sig Haugdahl would use to break Major Segrave's record would be even thinner than this, which he is shown driving.

Daytona Beach, Fla., June 21st. —The record made by Major H. O. D. Segrave of 203 miles an hour on the Daytona Beach speedway may yet be shattered, and by a much smaller motor than the Briton used.

This is the opinion of Sig Haugdahl, the noted racer, who himself set a speed record of 180.27 miles an hour.

"There's never a record that can't be broken," says Haugdahl. "I think the car which will lower Major Segrave's record will be of the type of speedway cars they are using now, with one engine on the front axle and one on the rear. If I try to break the world's auto speed record it will be in a car which is shaped like a cigar,

so small and thin that I will have to lie down in it and steer. Such a car will reduce wind resistance to a minimum and avoid many of the problems in aerostatics encountered in a larger car.

"Little motors with superchargers winding up to 7000 or 7200 revolutions a minute will do the trick. When Major Segrave gets up to 2250 revolutions a minute, that is his limit, he starts losing horsepower. You lose horsepower when the action of the valves is not fast enough.

"But in a 91 cubic inch motor you get 120 miles an hour at 5000 revolutions per minute, and as the engine revolves at a higher rate of speed the car continues to accelerate.

adapted to Australian conditions as those of American motor-cars. Consequently, though the Commission will be able to report a most gratifying growth in the sales of British motor-cars in Australia, it will be compelled to tell British factories plainly that they must abandon any idea of placing their surplus cars in the Commonwealth, and must either design engines and gears to comply with Australian conditions or allow Americans to hold most of the business.—Ez.

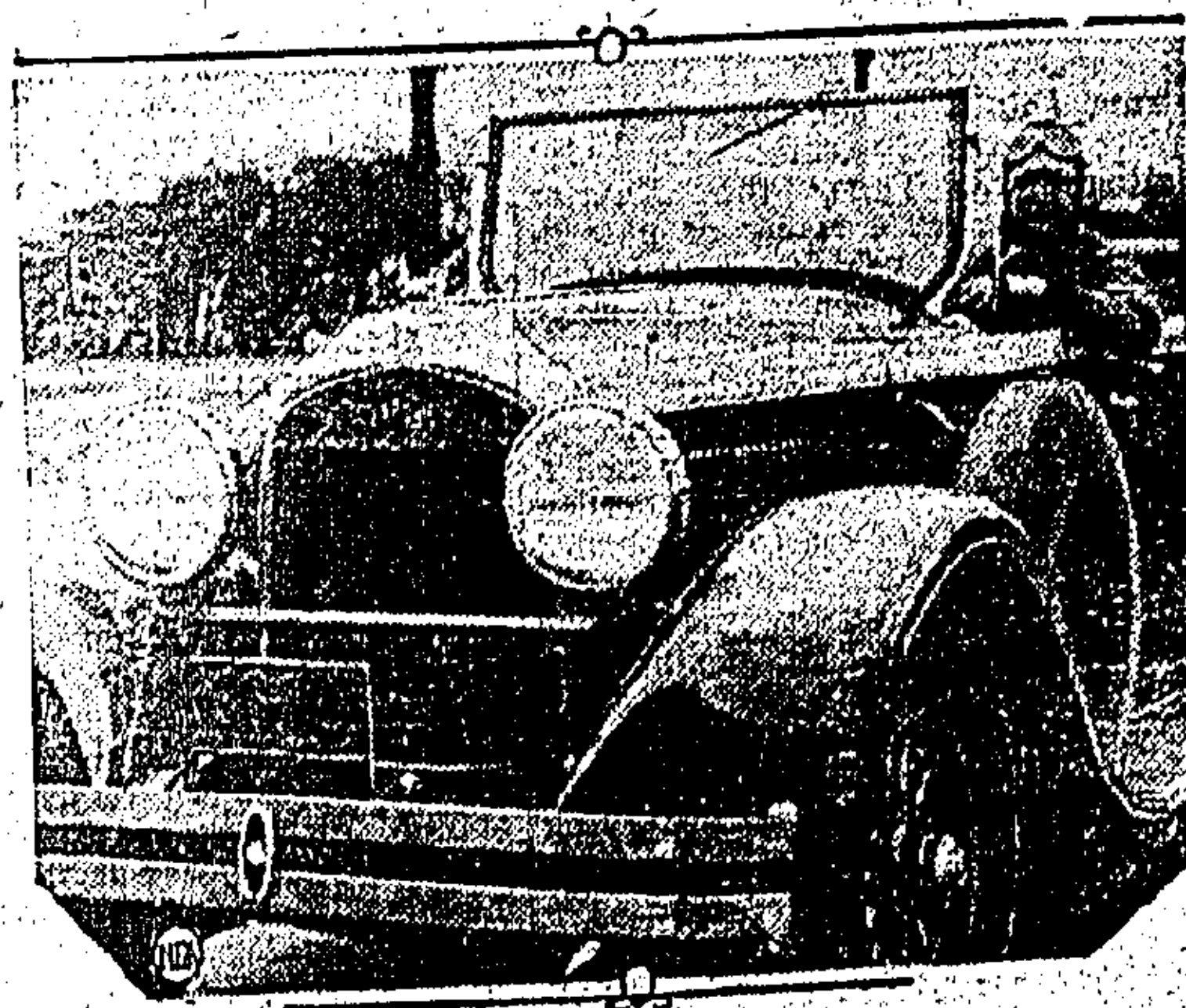
CHEAT-PROOF TAXIS.

Taxis equipped with new taximeters run from the transmission, rather than the front wheel, are most reliable, reports a taxi official. The driver can't throw this type out of gear with a jack handle.

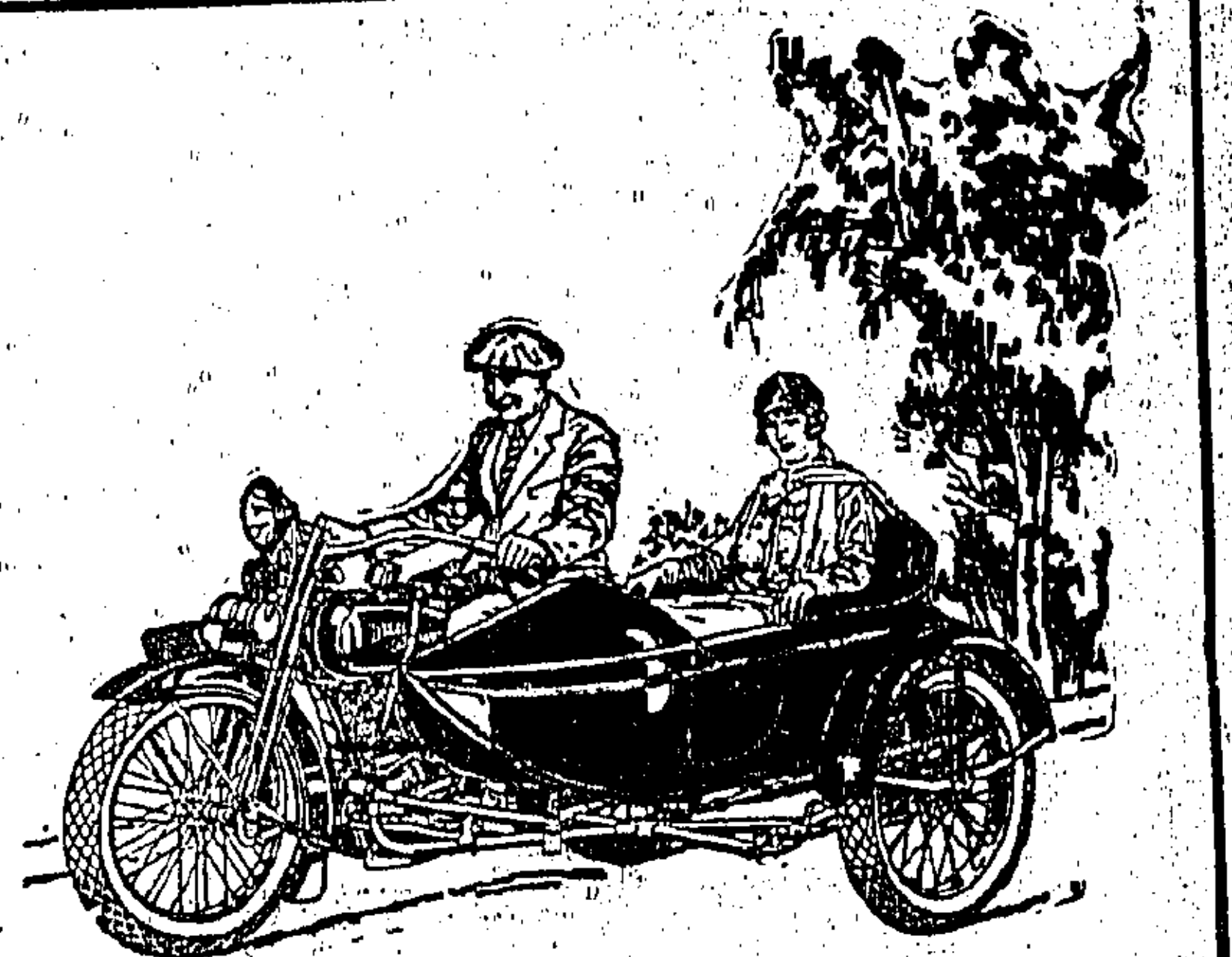
RAILROADS PROFIT.

Rather than cutting the business of railroads, automobiles have expanded it. For instance, last year saw 3,280,000 carloads of automobiles and auto equipment shipped by rail.

CROSS COUNTRY IN 80 HOURS.



A short time ago L. B. Miller of San Francisco drove to New York in a little over 88 hours. He has just made another run in less than 80 hours. His time was shortened by faster driving at night as well as day, due to a new type of flood lighting with which his car was equipped. It is the invention of William D'Arcy Ryan, the noted headlight engineer of the General Electric laboratories in Schenectady, N. Y. Miller is shown in the car he used.



We are pleased to announce that we have received another shipment of Harley-Davidson motor cycles by the s.s. "Empress of Asia" on June 28th.

The shipment comprises—

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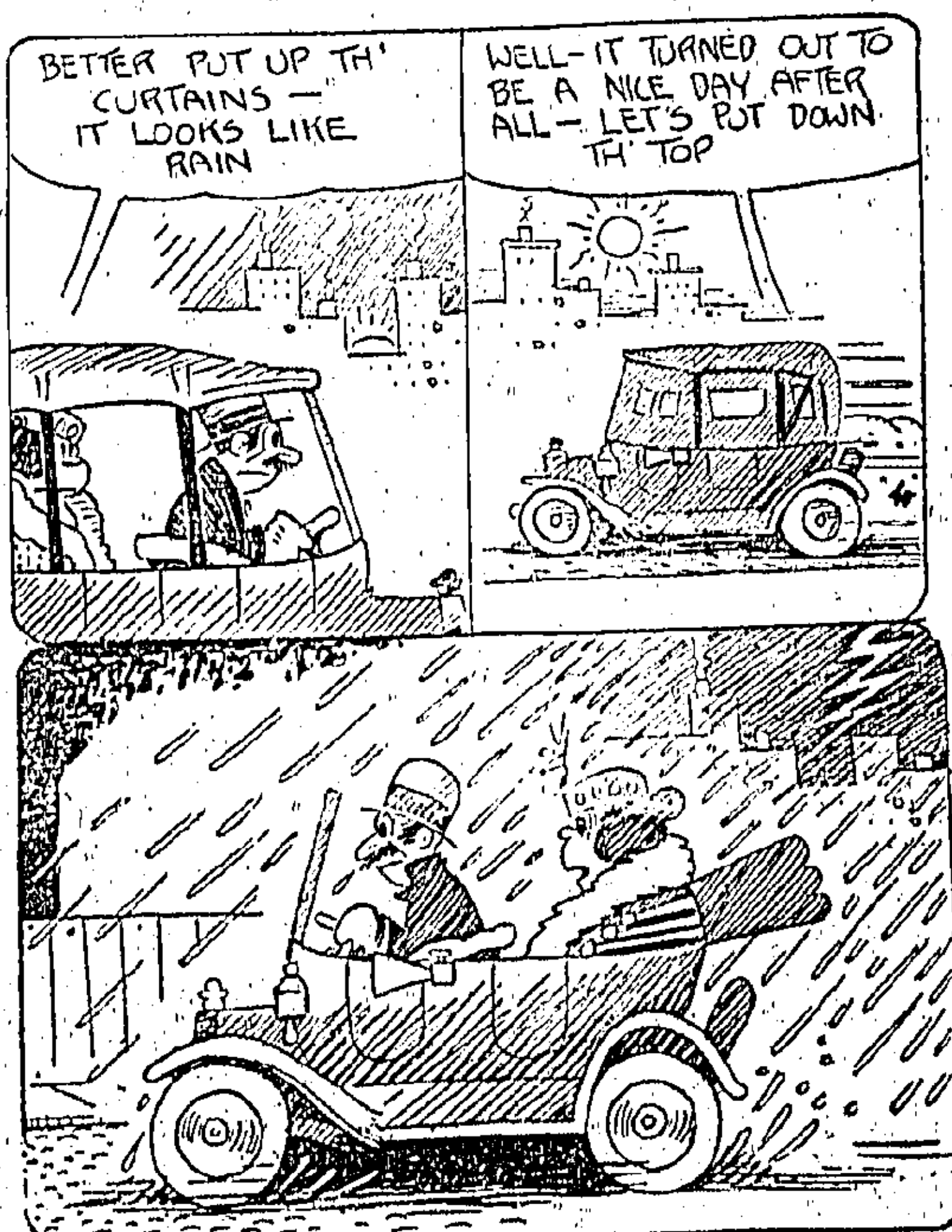
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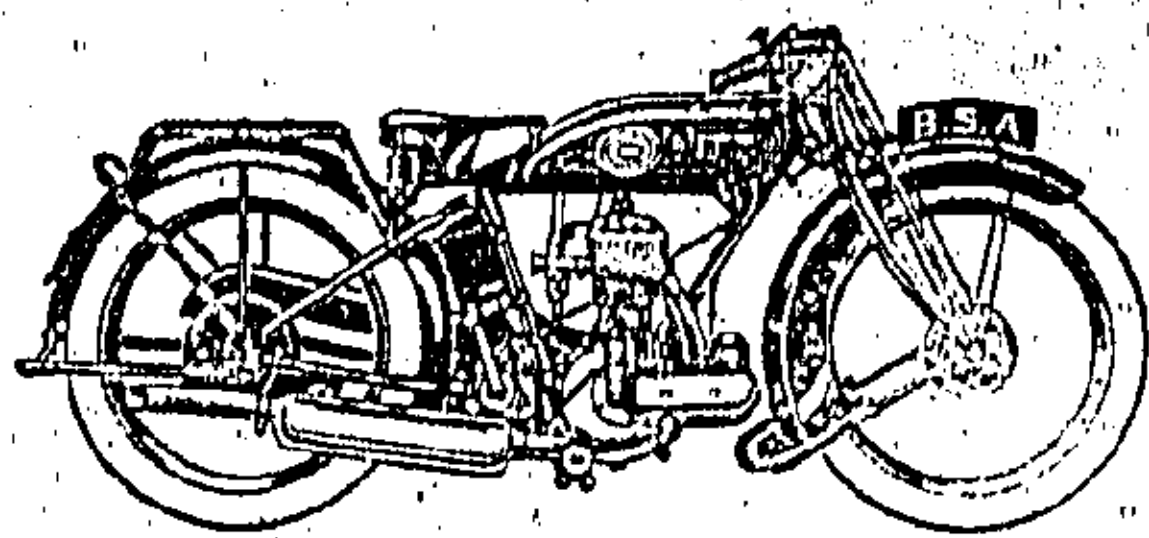
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MOTOR NEWS FROM GREAT BRITAIN.

Public Service and Commercial Vehicles.

(By "R. A. C." for The Hongkong Telegraph.)

Forthcoming Events

All sections of the motor community of the world will find much to interest them in London this autumn. The annual Motor Show will be open at Olympia from October 13th to October 22nd. This will be followed by the Cycle and Motor Cycle Exhibition from October 31st to November 5th. Earlier in the autumn, those who are interested in motor boating will find an important section of the Shipping and Engineering Exhibition at Olympia devoted to marine motors and motor boats. Last in point of time, but not of interest, comes the Commercial Motor Transport Exhibition which will be staged at Olympia from November 17th to November 26th. Just prior to this last mentioned event, the World Motor Transport Congress will be held in London for the first time, the three previous Congresses under this title having all taken place in the United States.

In connexion with this Congress, the Society of Motor Manufacturers and Traders is receiving the active support of the Imperial Motor Transport Council, which was responsible for the Imperial Motor Transport Conferences of 1913 and 1920. With the aid of this Council the Society is assured of very full and suitable representation of the whole British Empire at the Congress. The Imperial Government will be represented through nominees of many departments, including the War Office, the Dominions and Colonial Office, the India Office, the Board of Trade, the Post Office, and the Ministry of Transport. All the self-governing Dominions will be officially represented, and the same applies to the individual Provinces and States of Canada and Australia. It is anticipated that foreign representation will be equally strong and that the meeting, which will be held on November 14th to 16th, will be very well attended, and will be productive of substantial results to the advantage of users of all classes of Motor vehicles in all parts of the world.

Visiting motorists arriving with their cars at Southampton should make a note of the fact that the Automobile Association has established an office at 11 The Avenue, Southampton, at which information as regards touring, the state of the roads, etc. can be obtained. The A.A. also announces that cars loaded at the southern ports without registration or licences are now allowed to proceed to the nearest registration authority before complying with the requirements of the British law. Southampton has its own registration office; those coming by Newhaven will find an office in Lewes, and those landing at Folkestone or Dover may drive on to Canterbury or Maidstone.

On arrival in London there is liable to be some difficulty as regards garage accommodation. Enquiry on this point may with advantage be made of Messrs. Shaw and Kilburn of Wardour Street, who have large garages in various residential quarters. Similarly, visitors who have not brought their cars with them can buy a new or secondhand vehicle from this same firm on reasonable terms, with the confidence of being able to sell it back to them at a very fair price when their stay is ended.

Public Service and Commercial Vehicles.

The Motor Transport Exhibition should be a peculiarly interesting one, as many important developments have taken place since the last Show of the kind was held. The most prominent of these is undoubtedly the rigid six-wheeled type of vehicle. The British pioneers of this type were Karrier Motors, and their example has now been followed by nearly all the leading manufacturers. At the same time, this does not mean that the four-wheeler is being superseded altogether. Thus, the Karrier people market a range of passenger-carrying vehicles varying in capacity from twenty six to sixty passengers, only the largest models being six-wheeled. Similarly, they market goods-carrying chassis of two, three and a half, four and a half, and six tons capacity, and a short wheelbase tractor, intended to form part of a combination vehicle for dealing with twelve tons loads by means of the flexible six-wheeled principle.

The rigid type of six-wheeler is really not in competition with the flexible type, the load-carrying capabilities of which are exceptional. Thus for example, the United Dairies have recently taken delivery of a large fleet of Scammell six-wheelers for the bulk transport of bottled milk. Machines of the same make and having a carrying capacity of no less than thirteen tons are now being adopted by the new British Sugar Beet industry and are used for carrying molasses from the factories to the distilleries.

Trolley Buses.

The six-wheeled principle is now being applied also to electric trolley buses. The first example of a six-wheeled pneumatic-tired double-deck trolley bus was a Guy vehicle built for the Corporation of Wolverhampton. It has given such satisfaction that a repeat order for ten more Guy buses of the same type has recently been placed.

The electric trolley bus shows signs of ousting the tram in many quarters. Messrs. Ransomes Sims and Jefferies, who have been prominent in the development of the trolley bus, are now filling a large order for a fleet of these vehicles for the Municipality of Georgetown, Penang. These have giant pneumatic tyres on all four wheels and specially long springs, giving easy riding whether the vehicle is light or fully loaded. The floor level is only 28 inches above the ground, the braking is highly efficient, and the acceleration very quick, but at the same time smooth.

Despite the development of the trolley bus and of the six-wheeler, the standard type of petrol driven four-wheeled omnibus still fills the bill best in many quarters. Thus, the Associated Daimler Co. have recently been dealing with an order for no less than seventy of their low-loading twenty-eight seater buses for the Argentine; the bodies are to be built locally, but it is significant to notice that the chassis employed is the same as that which forms the basis of the greater part of the enormous bus fleet in London.

Orders for low-level four-wheeled buses of the Albion 30/60 h.p. model have recently come to hand from many quarters, including the Cape Electric Tramways, the Scottish Motor Traction Co., the Scottish General Omnibus Co., and the Devon Motor Transport Co. The last named operates services in what is admittedly one of the most difficult and hilly districts in Great Britain.

Some Financial Results.

As the Sentinel Waggon Works are the largest makers of steam wagons, the results secured by this firm afford a fair gauge to the popularity of this class of vehicle. Statements made at the recent annual general meeting were extremely satisfactory, showing good improvement in trade and in profits, which is particularly interesting in view of the fact that the Home market last year must have been badly disturbed by the prolonged stoppage of the coal mines. Quite a large percentage of the business done in Sentinels is represented by export.

Of all commercial vehicle manufacturers, the one holding the most astonishing financial record is unquestionably Dennis Bros. This firm has recently returned half their capital to its shareholders. Even throughout the slump, profits were quite substantial and in 1926 they actually amounted to over two hundred and ninety three thousand pounds, which is a good deal more than half the capital of the Company.

Turning to other branches of the industry, Messrs. Joseph Lucas, the well known manufacturers of accessories and components, paid fifteen per cent. on their ordinary shares for their last financial year, together with a bonus of two shillings per share. The confidence of this firm in its own products is well evidenced by the fact that all Lucas magnetos are now guaranteed for a period of two years against mechanical and electrical breakdown, and also the burning of contact breaker points and ordinary wear and tear.

Our Motoring Police.

Nowadays it is more usual than not for the police forces of any considerable cities throughout the Empire to be well provided in the matter of motor vehicles. In very many cases, motor cycles are principally employed; for example, a large number of B.S.A. machines, both solo and with sidecar, are employed in South Africa and elsewhere for police patrol work.

In London, the police authorities have recently purchased a large number of the little Jowett cars, which were presumably selected on the grounds of their great dependability, coupled with their low cost and quite adequate

THE MOTOR AGE IN E. AFRICA.

Sir M. Barlow on Unification.

Sir Montague Barlow, lecturing at the Royal Colonial Institute on "Developments in East and Central Africa," said that he had recently enjoyed the experience of a rapid but amazingly interesting—he might say almost romantic—four months tour through East and Central Africa, and had visited in the course of it all the Colonies and Dependencies of the Empire in that great area. He visited Kenya and Zanzibar, Tanganyika, Nyasaland, and Southern and Northern Rhodesia, returning through the Belgian Katanga, down the Congo, across Uganda, and home by the Nile, altogether a trip by river, land, and sea of about 20,000 miles.

What we had to remember was that in the last half-century there was a new Africa. The physical

speed capabilities for nearly all duties.

Scotland Yard have recently taken the very wise precaution of specifying the fitting of Triplex safety glass on their cars, thus following the example set by the Royal Family, and also by the Army, Navy and Air Force. The fitting of this glass represents an expense that is thoroughly well justified in the case of the ordinary motorist, and all the more so if the use of the car is such as to render its occupants occasionally liable to a risk of intentional injury by the throwing of missiles.

Turning from the south to the extreme north of England, Newcastle-on-Tyne have for a long time past been using a fleet of 5 h.p. N.U.T. motor cycles, to make the export of which is in the safe hands of Messrs. Rootes of Devonshire House. It has been found that these machines have represented a positive economy, as it has been found possible to close a number of police stations in the city area without increasing in any way the slight time elapsing between a call for police aid and the arrival of the necessary force at the scene of action.

The experience of Newcastle in this respect is similar to that of London in the matter of the fire brigade. Some years ago when the horsed fire engine began to become a thing of the past and large orders were placed for Dennis engines, it was similarly found possible to close a number of depots and yet to ensure the brigade reaching the scene of a fire more promptly than under the old arrangements.

Reverting to the provision of motors for the police, Messrs. Collier, the makers of the Matchless motor cycles, tell me that they now export over a quarter of their whole output and that they number the Persian police force among their recent substantial customers.

features of the continent were the same as in the days of the Pharaohs; the peoples too—the Berbers, negroes, Bantus—and the disease and ignorance and even savagery, were much as they had been for centuries. But the motor age had dawned in Africa, as elsewhere, and great roads were being driven, all too slowly, through forests and over plains, and the automobile had definitely started to supplement the steam engine.

Another great feature which struck the traveller was the paucity of the population. After visits to India in the two previous winters he was frankly startled at the emptiness of Africa. Infant mortality there was terrible, partly owing to disease and partly to ignorance. There must be at once more doctors, hospitals, maternity centres, and dispensaries, with instruction in hygiene and mothercraft.

Need of Railway Extension.

The line linking up the Kenya-Uganda railway system with the Central Tanganyika line should be constructed with the least possible delay, and there was also the need of railway extension in Nyasaland, coupled with the project of the bridge over the Zambezi, so as to secure a steady outlet for Nyasaland's trade. Closer co-operation generally was urgently needed, and a development as rapid as possible of common ties in connexion with railways, roads, Customs and tariffs, and to a limited extent, in government. Politically the interests alike of the four or five British territories and also of the Mandated territory of Tanganyika, demanded it. Tanganyika was

ENGINE VOLUME TAX.

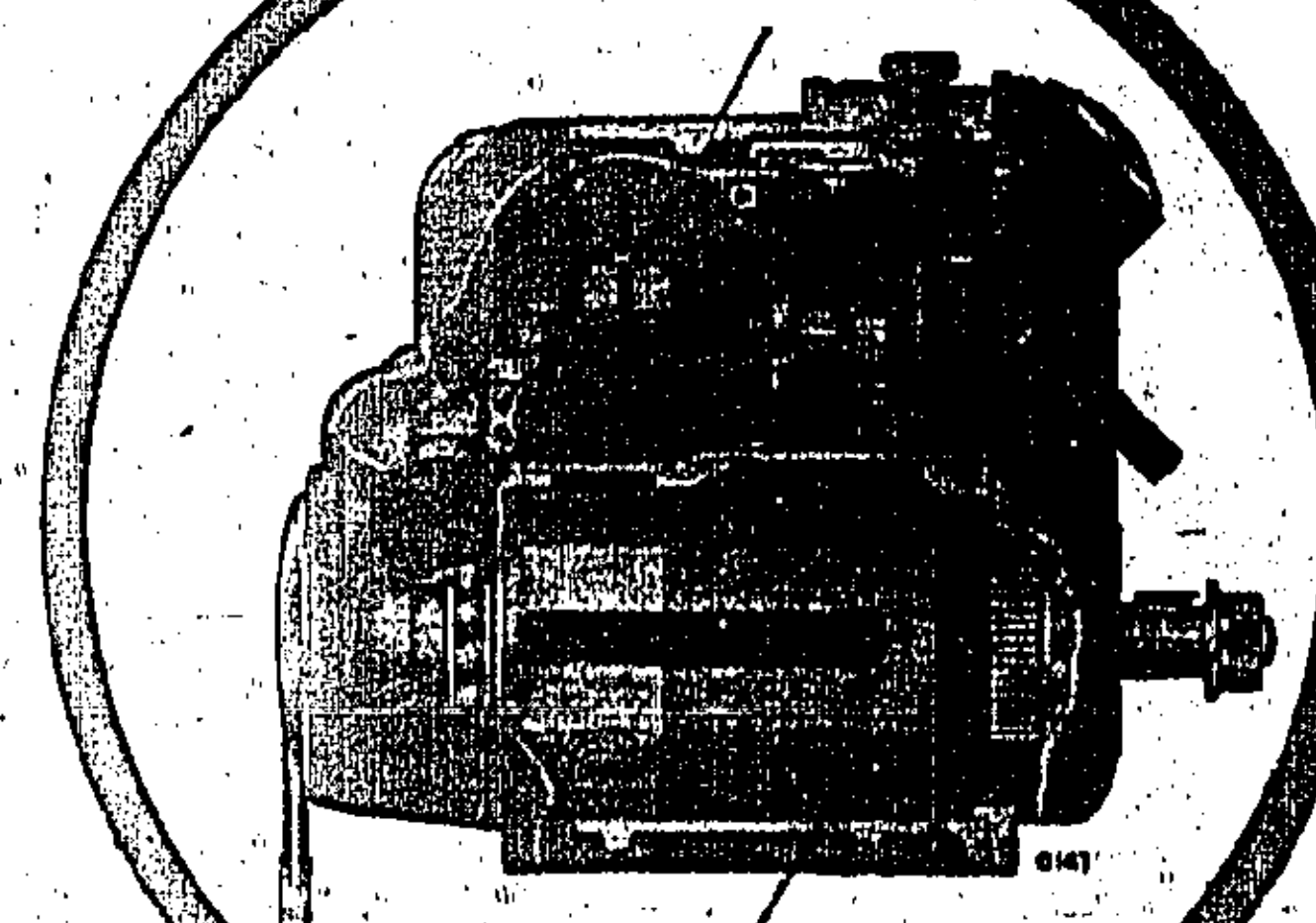
Now a tax is designed on the basis of engine volume, rather than horsepower. It is proposed by German auto manufacturers. It would be more equitable, they say, and yet the income from it would not be decreased.

the key of the arch, and unless it formed with the others a political unit they were hopelessly disconnected. Commercially, too, closer co-operation was most desirable. Railways, roads, and Customs must all look to extension and control on co-operative and not on competitive lines.

Kenya was undoubtedly in a more advanced state politically, commercially, and from the point of view of white settlement than the rest of the area, and both now and in the future Kenya could and would provide elements of leadership for the whole. If the seat of the High Commissioner was to be at Nairobi and a governor of Kenya the first High Commissioner, there should be a Lieutenant-Governor for Kenya, so as to place the High Commissioner in a more impartial atmosphere above the local political issues alike of Kenya and of the other four or five areas. Such advances along the line of co-operation should be treated as tentative and come into force for a period of, say, ten years.—Ez.

SCINTILLA

MAGNETOS



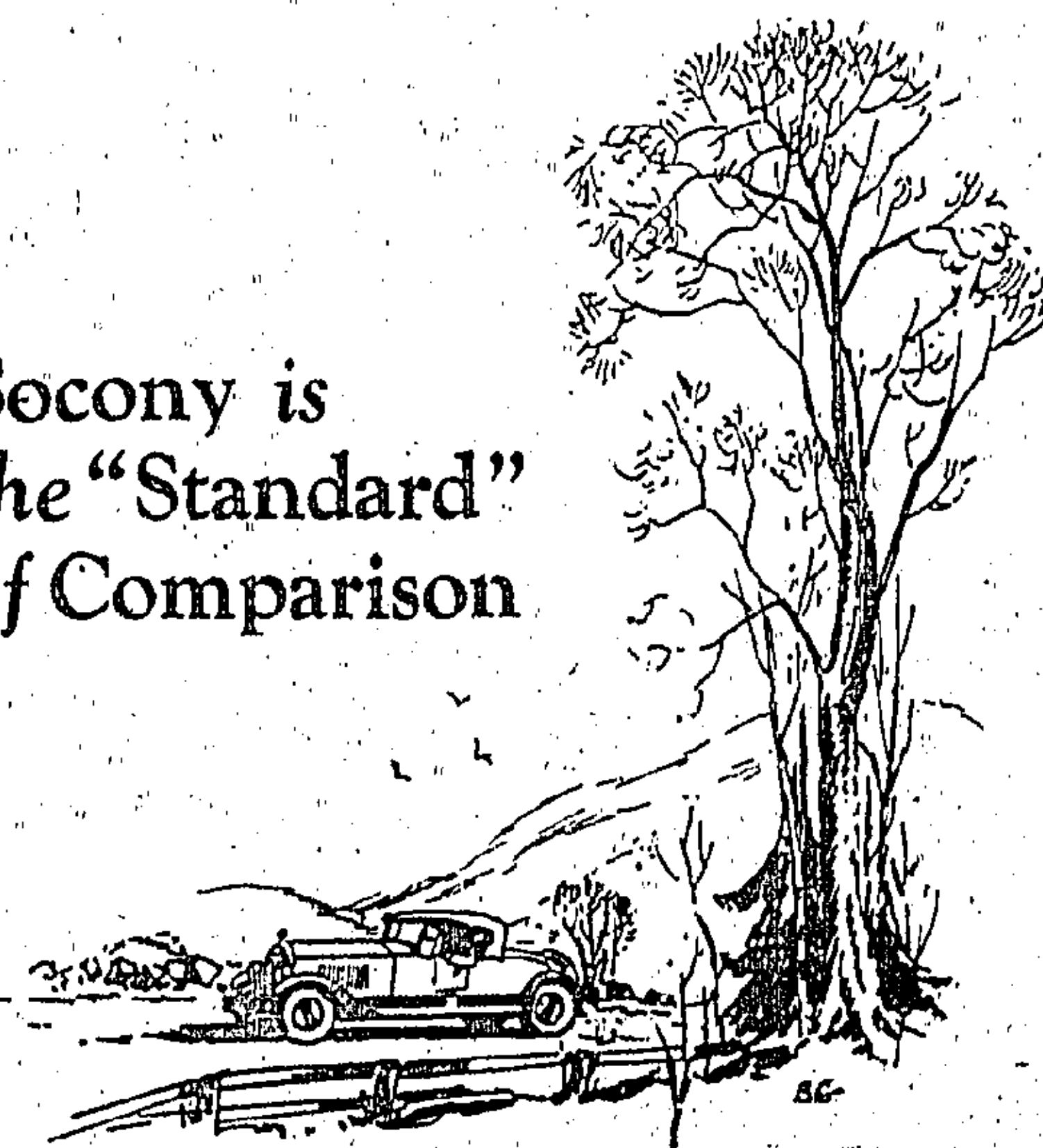
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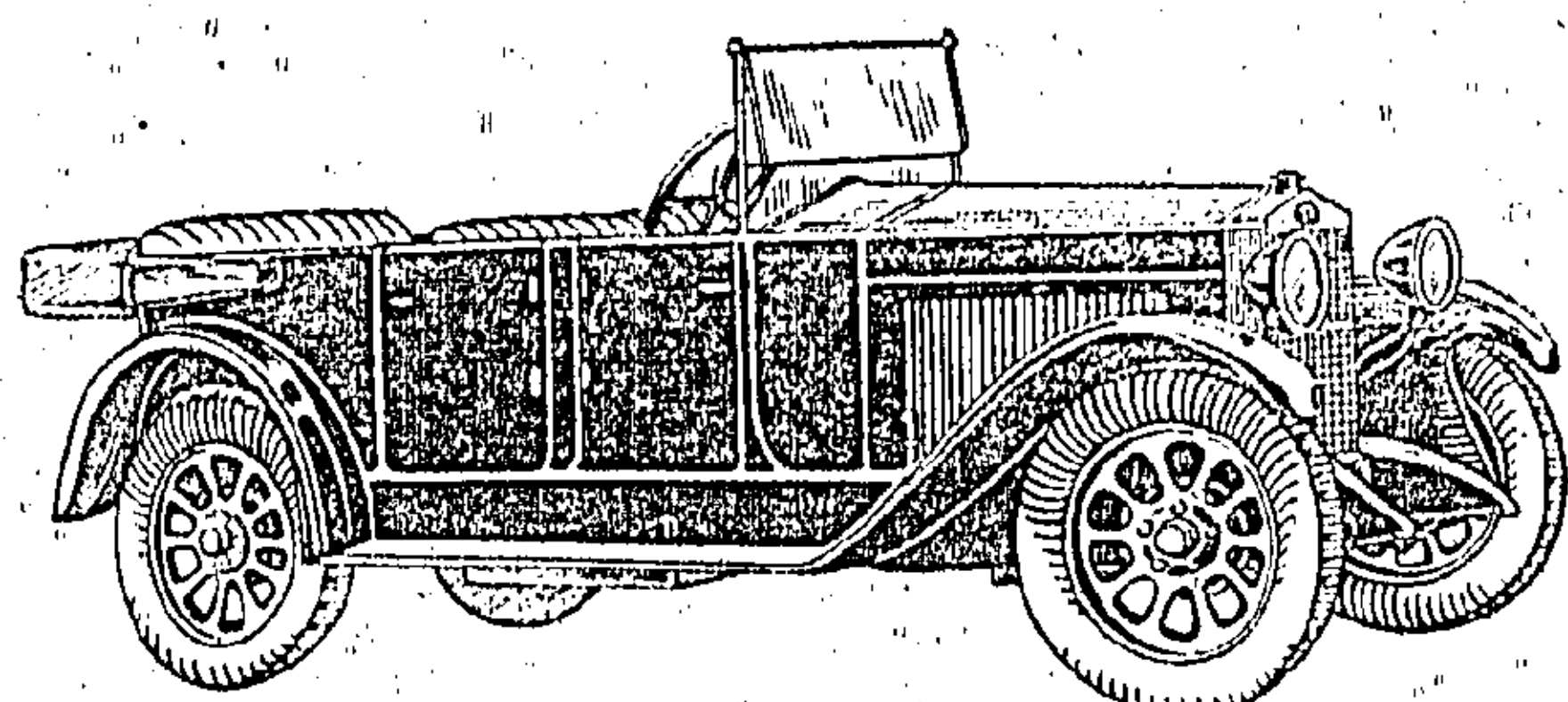
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POPULAR U.S. HOLIDAY RESORT.

The Black Hills of South Dakota.

Rapid City, S.D., June 21.—Nature has set up one of its most magnificent collections of mountains and valleys, of canyons and gorges in the Black Hills country of South Dakota, where President Coolidge has decided to establish his summer White House. Tourists and vacationists have been coming to this area year after year, filled with so many attractions that one visit isn't enough. This year an even greater caravan of tourists is expected than ever before, led by the president himself.

Rapid City is the gateway to this wonderful region. This is reached most directly by the Custer Battlefield Highway, or U. S. Highway No. 16.

There are several other openings into the Black Hills district. The Victory Highway, the Lincoln Highway, the Yellowstone Trail, and any of the other northern cross-country routes take the motorist across to U. S. Highway No. 85, going north and south through Denver and Cheyenne and into the heart of the Black Hills.

Good Roads Throughout.

In the vacation area itself, there are many improved roads that take tourists through pine-laden forests, along deep canyons or sparkling streams, past picturesque lakes and awesome caves.

Here the wild deer and buffalo still roam. Fishing is plentiful and entrancing. Hiking is given its full test over the precipitous trails laid down by the Dakota Indians.

Custer State Park is in this region, the largest state park in

At Lead, in the northern part of the Black Hills, is the Homestake Mine, the largest gold mine in the United States. Since its discovery in 1876, it has produced \$206,000,000 in gold. Enough ore is blocked out to furnish the mills with 4350 tons a day for nine more years. During tourist season, guides take travellers over the grounds.

As a result of this precious lode, and others in the district, this has been called the "richest hundred mile-square" in America.

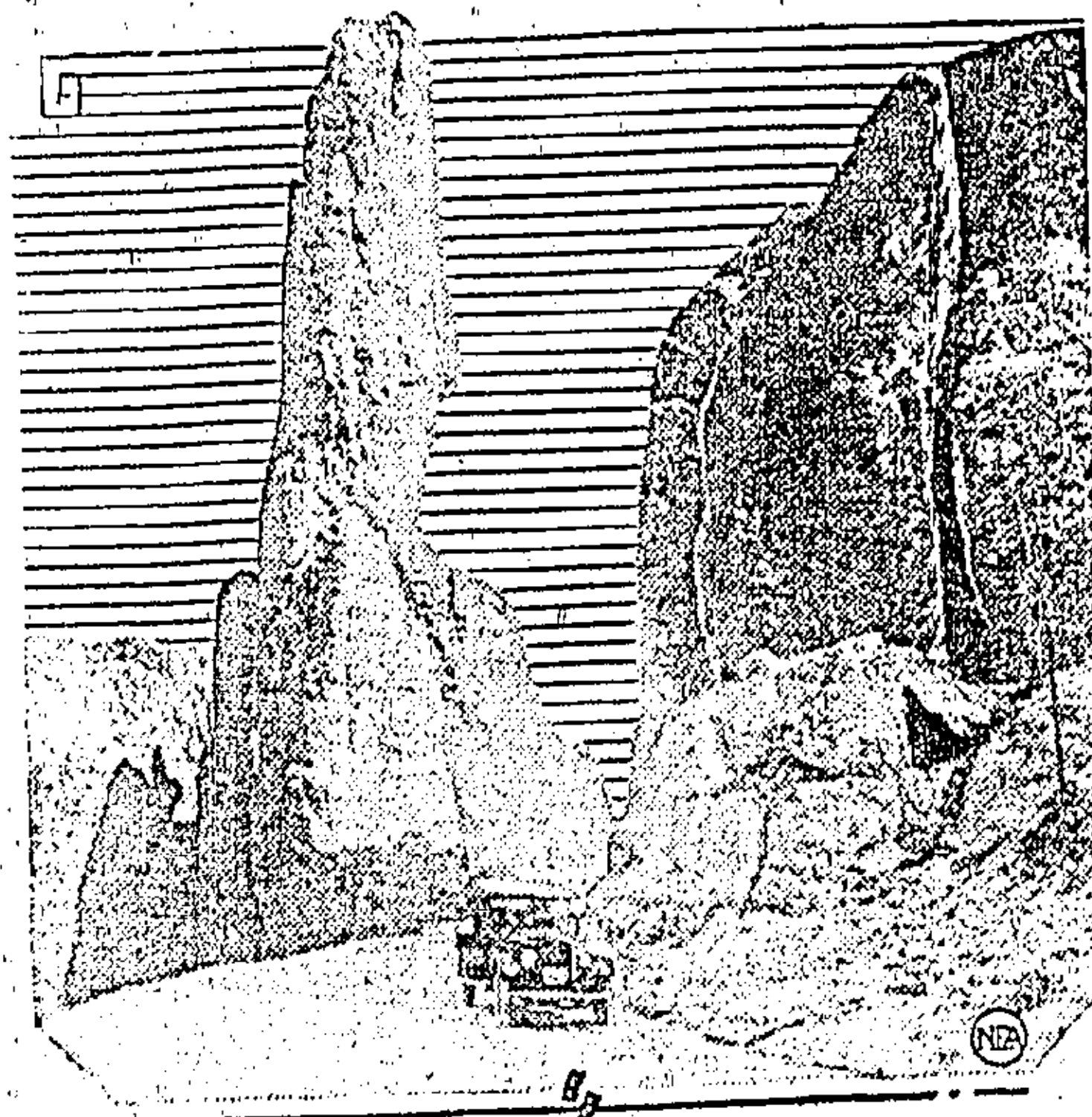
Where President Stays.

The game lodge, where President Coolidge may stay, is reached from Rapid City by a good road south to Hermosa and then southwest to the highway from Fairburn to Custer. Sylvan Lake is only a short distance north of this, not far from the Needles and guarded by Harney Peak and Mt. Rushmore to the northeast.

For a straight cut through the greater part of the Black Hills the best route is northward from Hot Springs to Belle Fourche. Hot Springs may be reached by U. S. Highway No. 18, which runs across the southern part of South Dakota.

From here, the route winds in and out, up and down, past Wind Cave, the Blue Bell Lodge and the Game Lodge, up through the Needles and Sylvan Lake and on along winding mountain sides to Deadwood, not far from Lead.

Here the road turns northwest to Spearfish and meets U. S. Highway No. 85 going north to Belle Fourche.



Towering spires like this greet the tourist everywhere in his drives through the Black Hills. This is in Custer State Park.

America. It covers 100,000 acres, replete with thrills for the stranger.

Here also are "The Needles" or "Cathedral Spires" which jut up into the sky like the towers of Westminster. Then there is Sylvan Lake, quiet and restful, located in a big dip, more than a mile above sea level, while Harney Peak stands 7254 feet high as a great guard to all this rugged area.

There is a game preserve comprising several thousand acres, where roam buffalo, elk, deer, antelope, mountain sheep and goats.

Free for Campers.

The completed highways in the Black Hills are marvels of engineering skill and models for mountain roads. Camping privileges are free to tourists near the State Lodge, where the president is expected to stay, and at Sylvan Lake. Throughout the park, there are convenient, inviting spots for camping.

Just outside Custer Park is Wind Cave. This cave comprises more than 200 miles of explored passages and about 3,000 rooms. A trip of several hours takes the traveller through a succession of new beauties and attractions.



As a diversion from mountainous roads, we get this through a forest of pine and spruce.

ENGINE CARE.

Cleanliness Essential.

[By Israel Klein.]

Few drivers do it, yet it is important that the car be kept as clean under the hood as above it.

The reason is simple. Dust of the road collects easily on the engine and is held there by the oil that seeps out of the crevices and catches any particles that come in its way.

This grime eventually finds its way into the engine, and then the trouble starts.

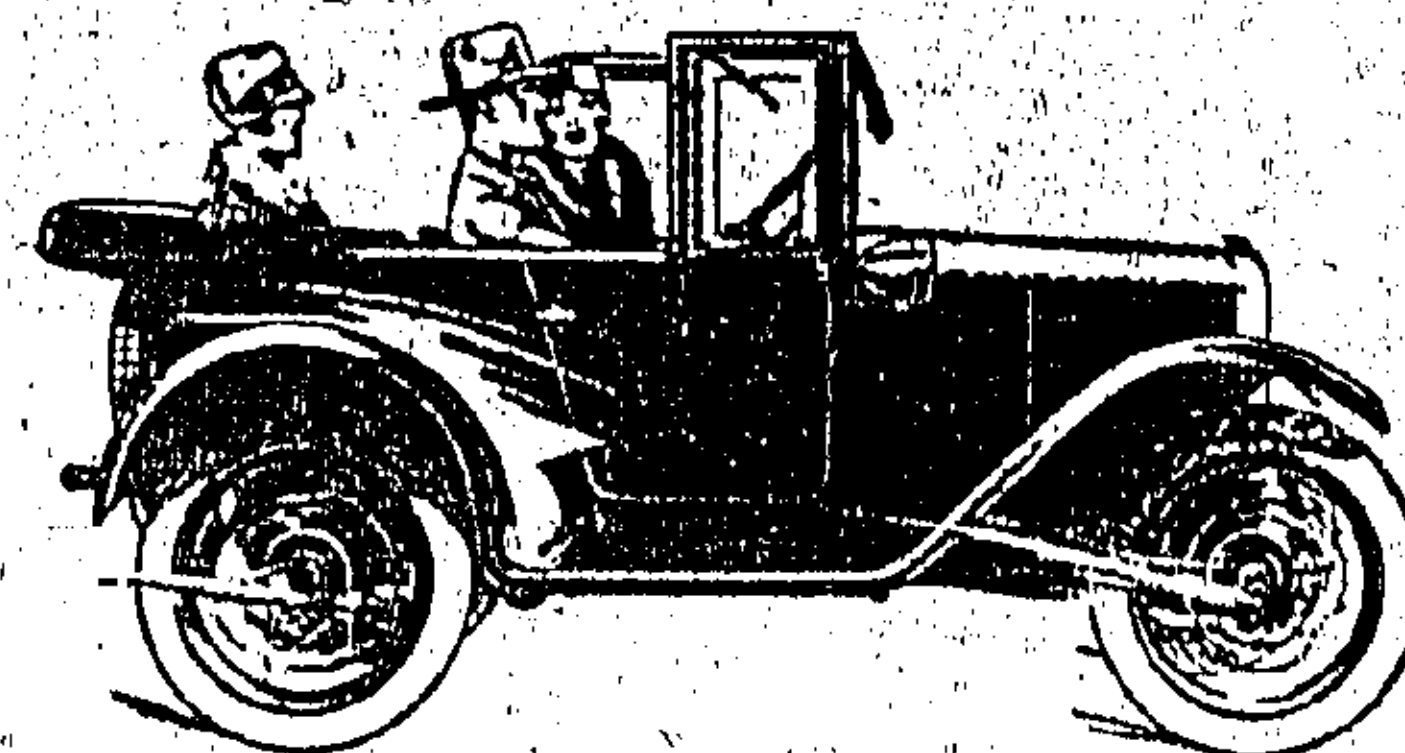
The oil that lubricates the moving parts of a car has to be particularly clean. That is why we have oil filters and air cleaners to keep out the dust.

If particles of sand or bits of metal from the engine or chassis happen to get into the oil, they scratch the finely polished surfaces of the parts and cause rapid wear.

The space between moving parts of a car is little wider than a hair's breadth. Only pure oil should get into lubricate the parts and keep them running smoothly.

Engineers have watched the oil film building itself up between two moving parts, have noticed its comparative slowness in doing so,

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Touring	5-seater	GS1,150
Coupe	2-seater	GS1,150
Coach	5-seater	GS1,150
Special Coupe	2-seater	GS1,150
Sedan	5-seater	GS1,250

HUDSON SUPER SIX MOTOR CARS

29.40 H.P.—127-inch wheelbase—288.60 cubic inches piston displacement.

Touring	7-seater	GS1,600
Coach	5-seater	GS1,775
Sedan	5-seater	GS1,880
Rumble Seat Sport Roadster	4-seater	GS1,890
Brougham (Custom Built)	5-seater	GS2,080
Sedan (Custom Built)	5-seater	GS2,270
Sedan (Custom Built)	7-seater	GS2,375

PACKARD SINGLE SIX MOTOR CARRIAGES

29.40 H.P. R.A.C. Rating—block test actually develops more than 80 H.P.—283.60 cubic inches piston displacement.

MODEL 426—SINGLE-SIX—126-INCH WHEELBASE.

Phaeton	5-seater	GS2,565
Rumble Seat Roadster	4-seater	GS2,765
Sedan	5-seater	GS2,765

MODEL 433—SINGLE-SIX—133-INCH WHEELBASE.

Touring	7-seater	GS3,215
Coupe	4-seater	GS3,215
Club Sedan	5-seater	GS3,255
Sedan	7-seater	GS3,335
Sedan Limousine	7-seater	GS3,435

PACKARD STRAIGHT-EIGHT MOTOR CARRIAGES

39.20 H.P. R.A.C. Rating—block test actually develops more than 105 H.P.—384.80 cubic inches piston displacement.

MODEL 336—STRAIGHT-EIGHT—136-INCH WHEELBASE.

Phaeton	5-seater	GS4,185
Rumble seat Roadster	4-seater	GS4,290
Sedan	5-seater	GS5,800

MODEL 343—STRAIGHT-EIGHT—143-INCH WHEELBASE.

Touring	7-seater	GS4,430
Coupe	4-seater	GS5,370
Club Sedan	5-seater	GS5,510
Sedan Limousine	7-seater	GS5,625

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice.

THE DRAGON MOTOR CAR Co., Ltd.

Telephone Central 1246 or 1247.

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SHELL offers you motor lubricating oil scientifically blended to do properly the three things which oil ought to do.

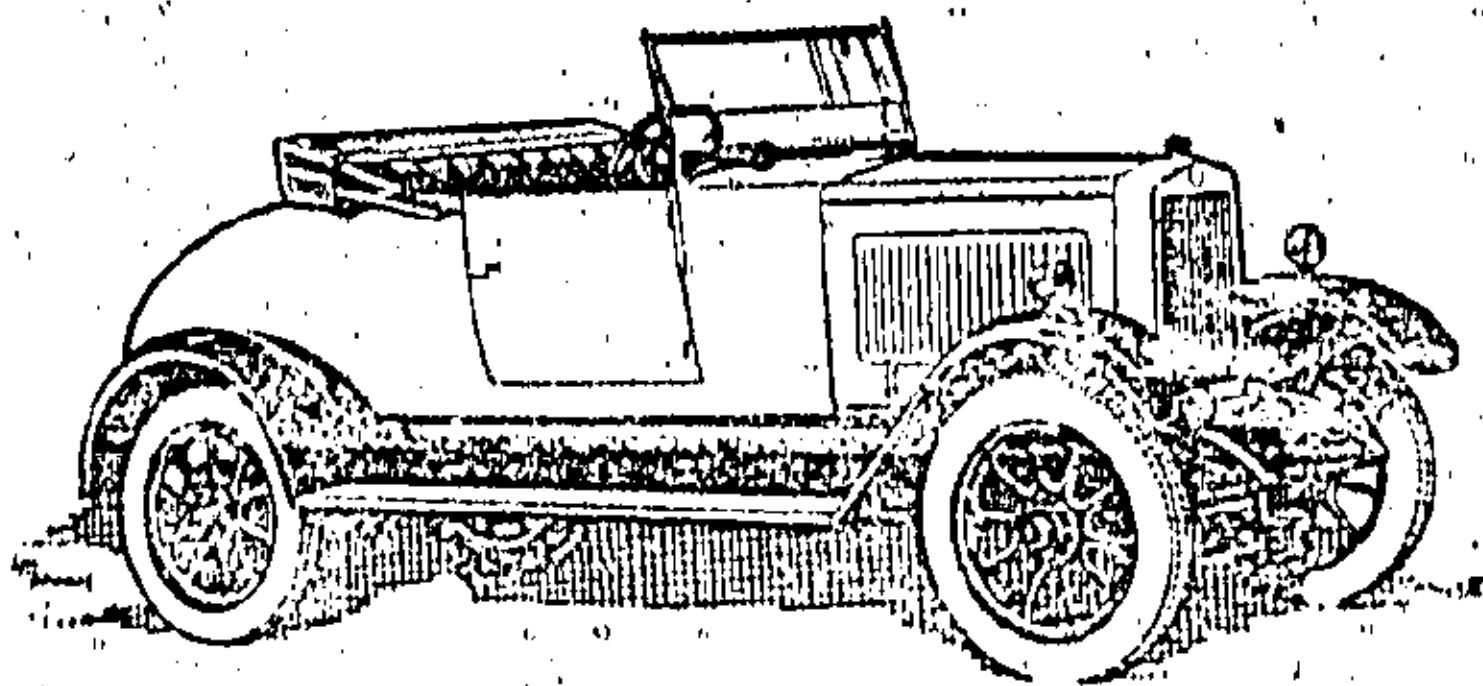
1. At cold air temperatures, it is free-flowing to give quick starting.
2. At crankcase temperature, relatively thick to ensure economical consumption.
3. At cylinder temperature it has good fluidity to reduce friction but retain sufficient body to ensure efficient lubrication.

Shell Oils as sold to the public are exactly the same as were used to set up the world's speed records of 1926 for both cars and motor cycles.

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AS GOOD AS SHELL SPIRIT

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in appearance

Well-proportioned, roomy body; elegant lines; stylishly finished in serviceable colours.

In performance and economy

50 miles an hour; 30 miles to the gallon; oil, 1,000 m.p.g.; tyres, 10,000 miles per set; a ten-years-service engine.

In comfort

Reinforced and highly efficient suspension; silent, smooth-running power unit; exclusive interior refinements; Dunlop low-pressure tyres.

In service

Unfailing dependability under all conditions; an after-sales service backed by a world-wide organisation.

Follow the World's lead—"Make it a Morris." Order from your dealer NOW.

Dunlop Tyres and "Well-bases" rims standard equipment.

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MOTOR DEVELOPMENTS.

Date of New Ford Specification.

ROYAL PATRONAGE.

[By H. Massie Buist in the Observer.]

The King has given his patronage to the Motor Car Show which will be held at Olympia in October; and the Prince of Wales has given his patronage to the Official Motor Ball and Carnival to be held at Covent Garden on the 19th of that month in aid of the Motor and Cycle Trades Benevolent Fund, the annual banquet of which His Royal Highness attended in 1924. This year's president is Sir Charles Wakefield, the fund having been founded by Mr. A. J. Wilson in 1905. It has already distributed over £100,000.

Motor sportsmen' attention will be focussed on the Isle of Man when the three Tourist Trophy motor cycle races will be run by the Auto-Cycle Union under conditions wherein the international element will be 'unprecedentedly prominent.' For this is now recognised as the premier motor cycling test of the world. The loyal hope is being expressed in the island and in motor-cycling circles, that in view of the importance that now attaches to these races, and of the world status of this British industry, the Prince of Wales will honour the 1928 series of Tourist Trophy motor cycle races by witnessing them in the Isle of Man. Assuredly such recognition would do much to further encourage motor-cycling of all classes.

New Ford: July 3.

Meantime, the Ford works at Detroit have been operating two or three days a week only for some time past. Therefore the announcement that has been made simultaneously in practically all countries in the world to the effect that Ford is about to introduce a new type of car, while, nevertheless, continuing to supply the famous model "T," is no news until such time as a complete specification shall be available. The large 40-50 h.p. Rolls-Royce is the only car type in the world which has been in production, and in course of evolution, longer than the Model "T" Ford. The new type will be produced wherever Ford manufacturing is undertaken, including these islands.

Most of the departments of the Ford works in Detroit, U.S.A., are now closed for three or four weeks in preparation for the production of the new car type, the preliminary specification of which is expected to issue in America about

July 3. Some of the parts made up indicate that the new car will have a longer wheelbase, approximately 110 inches; that the radiator design will be changed; that the engine will have pump lubrication and a longer piston stroke ratio in relation to the bore measurement; and that the epicyclic gear and fly-wheel magneto arrangement will be abandoned in favour of an orthodox three-speed gear-box. The scale of operations is such that Mr. Ford cannot afford to change his type of car with the frequency characteristic of other enterprising motor traders. Therefore, doubtless he has taken into full consideration the fact that soon the six-cylinder engine is destined to replace the four-cylinder-engine type in general. Nevertheless, he has also experimented with smaller, higher compression, faster four-cylinder engines than he has been using.

The general opinion in the industry and trade in America is that Ford engineers have devoted so much time to improving four-cylinder engines that the new car will be of this class with distributor ignition, as distinct from magneto. The radiator shell will be of the Lincoln form, about 3 inches wider and 3 inches higher than the present Ford design. In any case, the wheelbase will be longer than in the current "T" type; the centre of gravity of the car will be lower, and the body lines will be conventional and, therefore, different. Altogether, the car will conform more to general motoring practice of the day.

Long Contemplated. "We began work on this model several years ago," said Mr. Ford. "In fact, the idea of a car to succeed the Model T has been in my mind much longer than that. But the sale of the Model T continued at such a pace that there never seemed to be an opportunity to get the new car started."

"The Model T Ford car was a pioneer. There was no conscious public need of motor cars when we first made it. It is still the pioneer car in many parts of the world which are just beginning to be motorised. But conditions in this country have so greatly changed that further refinement in motor-car construction is now desirable, and our new model is a recognition of this."

"With the new Ford we propose to continue in the light-car field, which we created, on the same basis of quantity production, we have always worked, giving high quality, low price, and constant service."

From the point of view of European automobile engineering practice nobody would recognise the current Model T Ford as a light car. Nor will the abortive negotiations between Ford and Fiat about a year ago be forgotten in this connexion. The new Ford is spoken of by the American executives as a light car.

Marketing and Manufacturing News.

By way of complementary enterprise, the 7 h.p. Austin, which is being manufactured as well by the Gothaer Waggonfabrik of Eisenbach as at Birmingham, is to be built, and marketed, in saloon form in America to sell at a factory price of 450 dollars, or, say, £20. The European type of small car is not entirely unknown in America; instance current enterprise in marketing there on a large scale the 7-12 h.p. Peugeot.

The uniquely situated motor showrooms of Messrs. F. S. Bennett in Orchard-street, by Selfridge's, and which have a roadway on three of their four sides, have just been acquired by Messrs. Pass and Joyce, Ltd., the renowned motor traders of Euston-road, who hold a Royal Warrant of appointment as automobile advisers and suppliers of motor cars to the Queen of Norway, thus initiating an important forward step by that enterprising firm, whose services will soon be available more conveniently to those situated in the West End of London. Marmon cars will be displayed in the large showroom in Orchard-street.

WHAT IS IT?



The above machine was made by an American youth. It attains a speed of 40 m.p.h.

PACKARD PLANT.

Extensive Additions.

More than \$1,250,000 is being spent by the Packard Motor Car Company for improvements in the power plant at its factory. Many features of the programme are entirely new in industrial power development.

A complete new heating system for the factory, a 6,000 kilowatt steam turbine and dynamo, a new 1200 horse power boiler and a system for burning wood refuse are the main installations.

Usual practice is to regard heat as a by-product of power. However, power is to be a by-product of the new heating plant, in connexion with the new turbine.

The new boiler will furnish 3000 boiler horse power and deliver steam to the turbine at 325 pounds pressure. Exhaust steam at 85 pounds pressure will be led through a high pressure 24-inch pipe more than a half mile to the forge shop doing away with the separate power house. Steam at atmospheric pressure will be used for the forced hot water heating system.

The greatest economies will be effected in the combination of the power and heating plants. Power will be produced only in proportion to the heating requirements so that the steam from the boilers will at all times be doing double duty. Heating temperatures will be regulated at the power house. The wood refuse system is an added feature to the operation of the power plant. All wood pieces, shavings and sawdust will be collected from the entire plant and carried to the power house in a 24-inch pipe line, under air pressure. It will be ground up in a big machine and delivered to two 500 horse power wood burning boilers in the form of sawdust. Through this plan there will be a savings of 12,000 tons of coal a year.

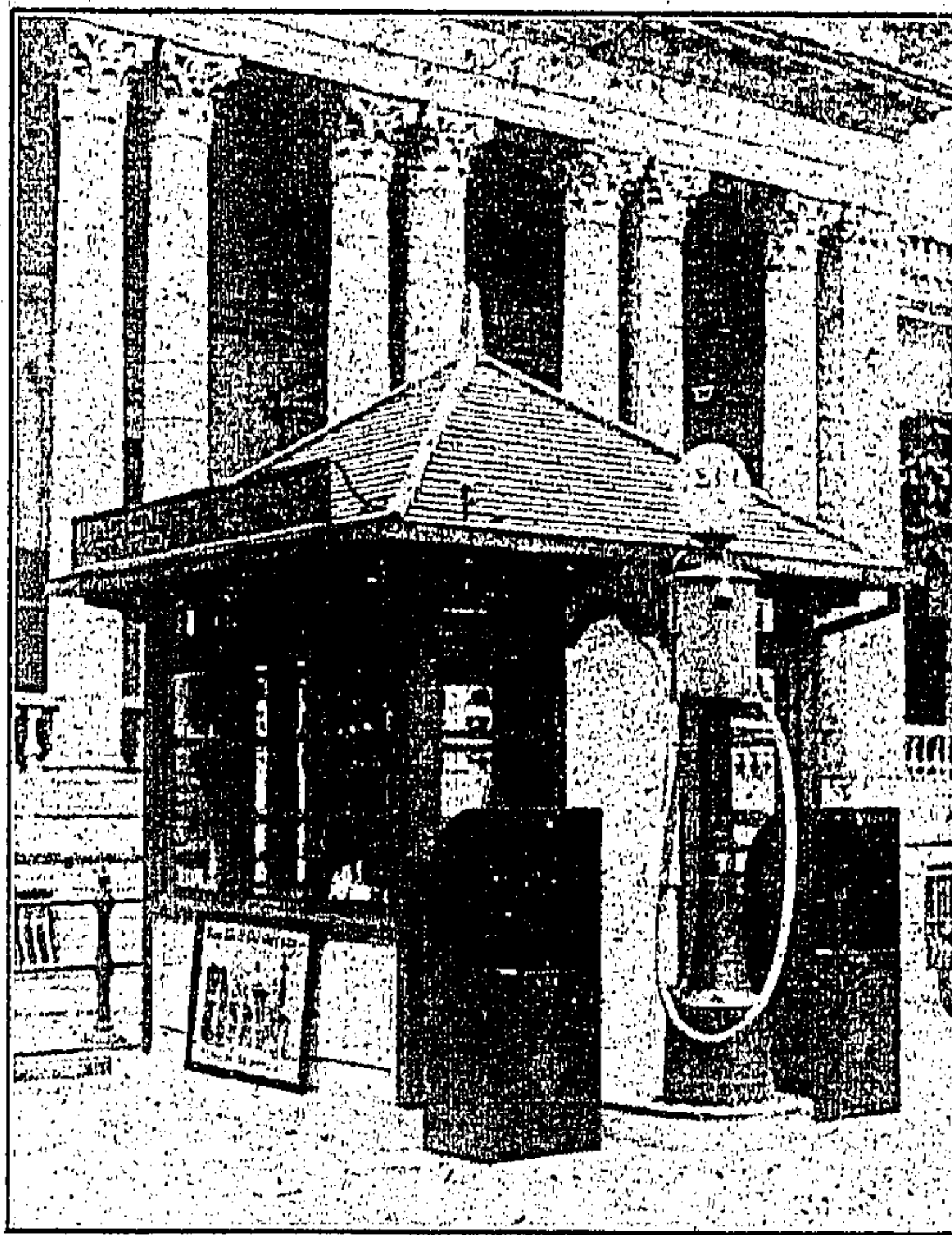
COTTON IN AUTOS.

Use of cotton in automobile manufacture is increasing rapidly, reports the Association of Cotton Textile Merchants of New York. In tyres alone 69,000,000 pounds of cotton were used the first three months of this year.

An interesting feature of the work now in progress is that more than 15 miles of pipe will be used.

MOTOR SHELL MOTOR S' TRIT OILS

FREE AIR — FREE WATER



CENTRAL FILLING STATION OUTSIDE CITY HALL, HONGKONG.

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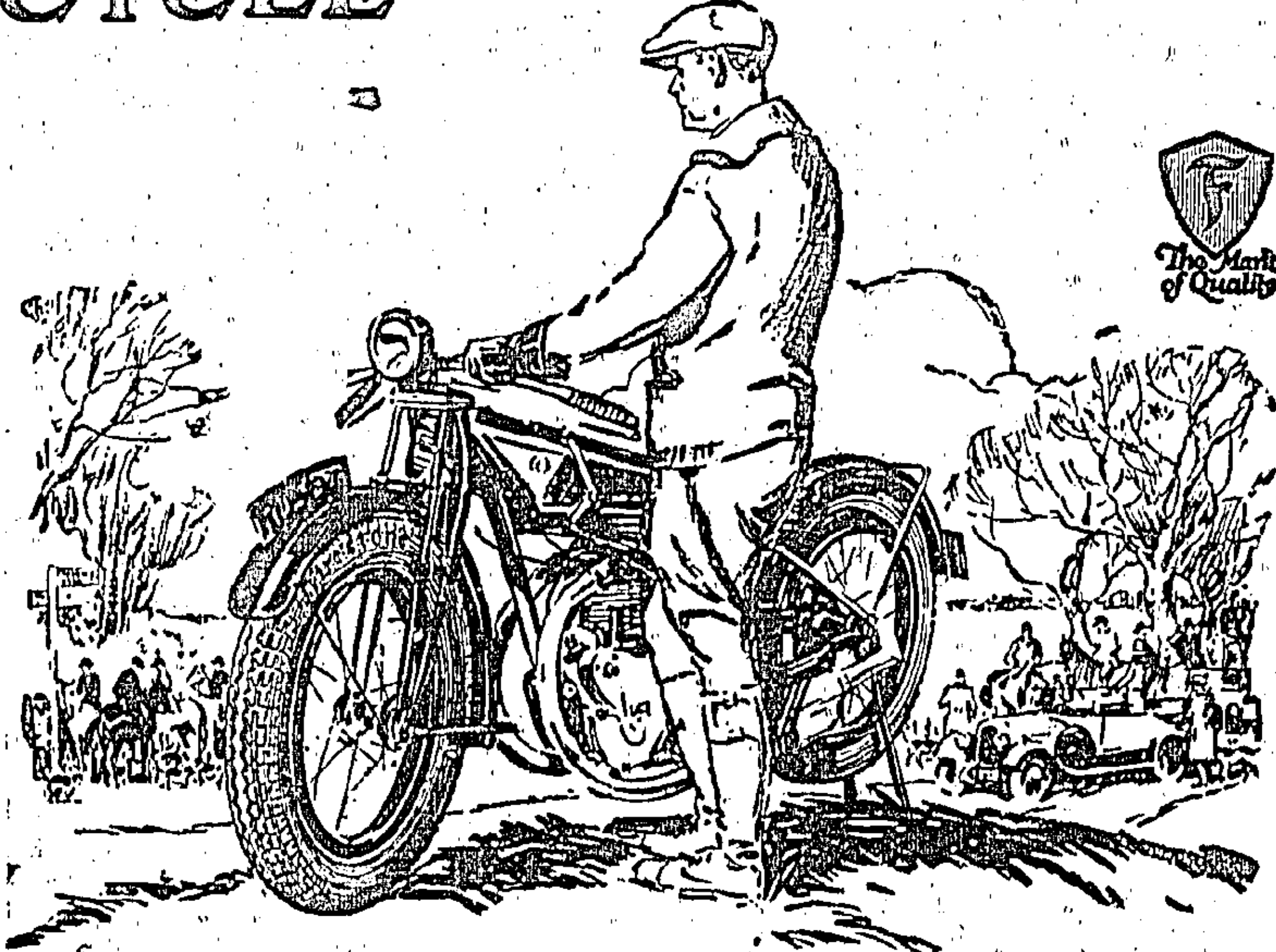
TEXACO GASOLINE THE VOLATILE GAS

DISTINCTIVE UNIFORM QUALITY

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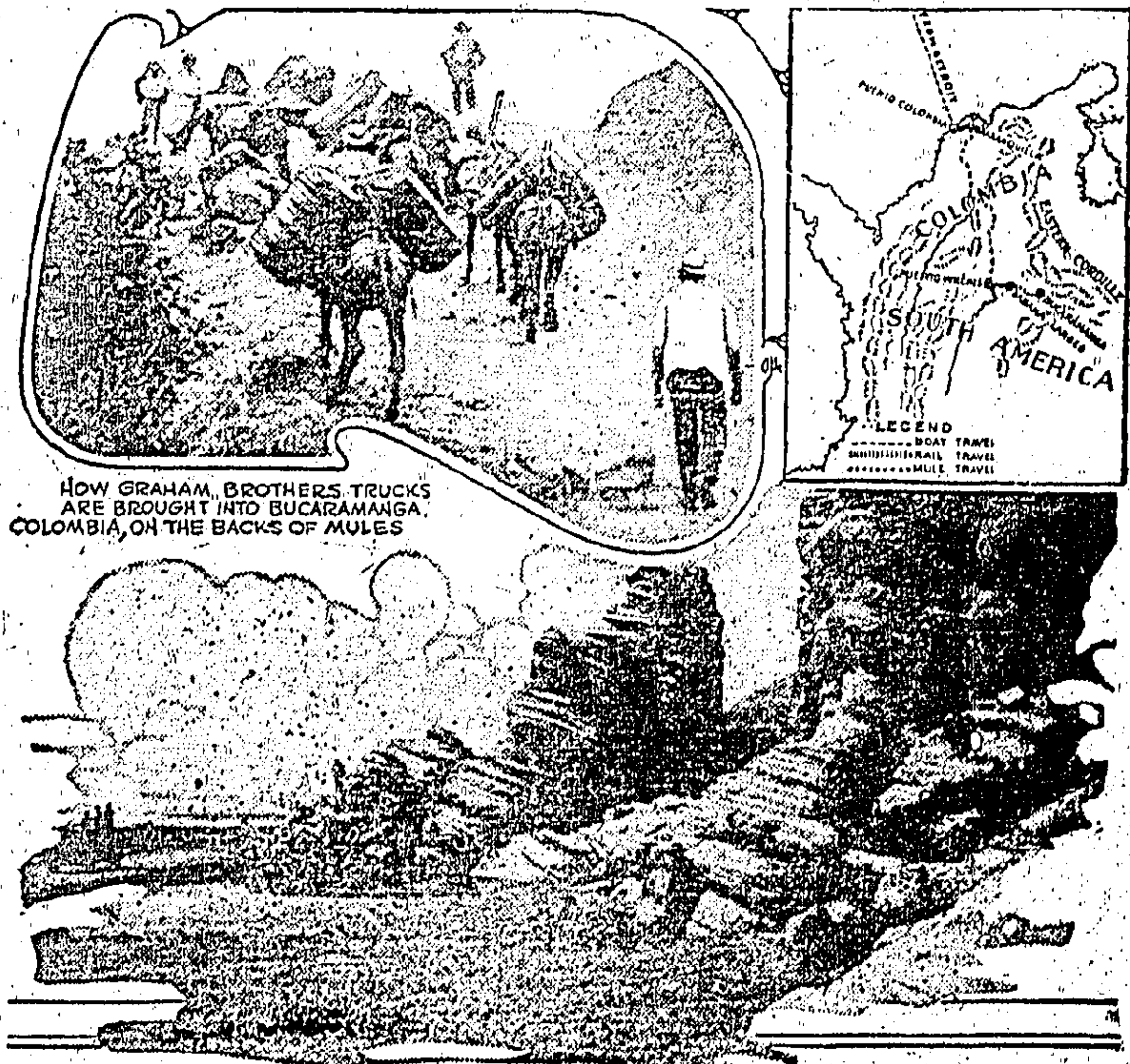
FOR surefootedness and extra mileage insist on being fitted with Firestone Cycle Tyres. The broad tread with built-up shoulders, clings tenaciously on the turns and possesses the toughness to withstand high speed strains and the wear of rough roadways.

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MULES CARRY TRUCKS



HOW GRAHAM BROTHERS TRUCKS ARE BROUGHT INTO BUCARAMANGA, COLOMBIA, ON THE BACKS OF MULES

The need for Graham Brothers trucks in out of the way places as well as in centers of population is strikingly illustrated by the story of Bucaramanga, Colombia. In the midst of a large and fertile agricultural district producing high quality coffee, tobacco and other valuable farm produce, this city is completely walled in from the outside world by the Eastern Cordillera range of the Andes Mountains. The only practicable means of getting persons or

manufactured goods into the city or shipping produce out is by pack mule over narrow and perilous mountain trails. Yet, in and around Bucaramanga, Graham Brothers trucks and commercial cars are being operated in large numbers on a net work of roads, 20 kilometers in total length, which abruptly end at the mountain confines of the valley.

These trucks and commercial cars 40 of which were imported during the last year, were brought into the valley like everything else—on mule back. The trucks were disassembled

and parts weighing about 140 pounds assigned to each mule. Large units like the motor were carried by two to four mules hitched together. The trip by mule pack over the mountains required 10 to 14 days and though the cost of freighting is heavy, including ocean, river and railroad transportation, the trucks have added greatly to the prosperity of the valley. Automotriz, S.A., Dodge Brothers Dealer in Bucaramanga reports. The number of Graham Brothers trucks operated in Bucaramanga far exceeds any other make.

L-O-S-T.

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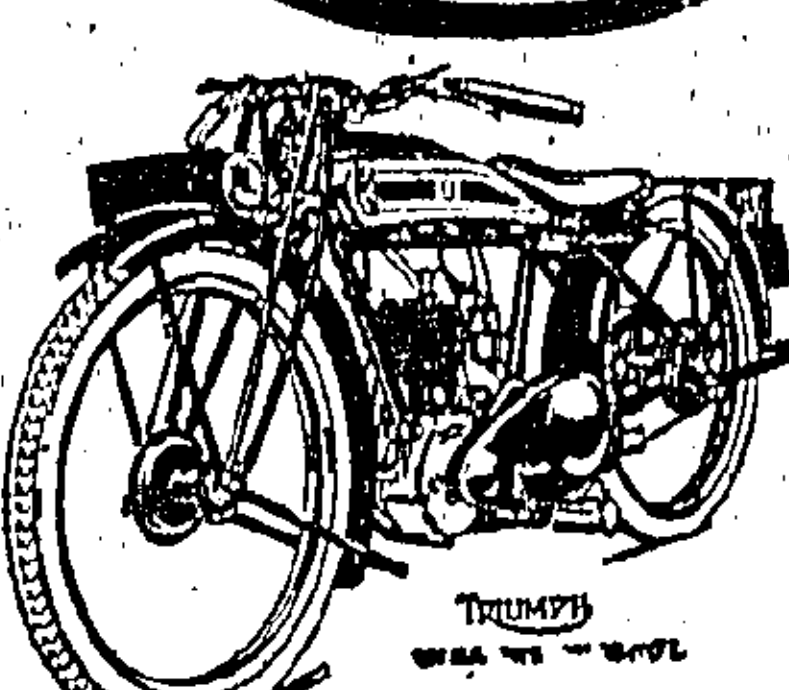
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Indian Scout 330
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Indian Big Chief 390

DOUGLAS

Douglas EW. £59.0.0.

Why not call and let us tell you about our EASY TERMS. How simple they are, and how considerate!

We can promise you an enjoyable chat, and you will not be pressed to make a purchase.

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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

THE GENERATOR FIELD-FUSE.

Mounted upon many generators, may be found a small glass-enclosed fuse, the burning out of which accounts for many cases of generators that do not send charging current to their batteries. This fuse is in circuit with the winding which charges the field-magnets of the generator and when it "blows," the generator loses its magnetism and becomes "dead." It burns out when the voltage developed by the generator becomes abnormally high enough to overheat its field windings or burn out the lamp bulbs and the usual reason for this high voltage is that the generator is not properly connected to the battery and thus not enough current flows to keep the voltage down to normal. If ever the generator ceases to generate, see if this field fuse has burned out and if it has, don't put in a new one until you are sure that current has a free path through the battery. See that the battery cable clamps are tight and that the battery terminals are free from corrosion, that the battery cells "have" plenty of water, that generator circuit connections at the battery and elsewhere are all tight and that the "relay" (reverse current cut-out) contact points are free to close positively. Then replace the fuse with a new one, which must be of the five ampere size and start the engine. If the new fuse blows, it indicates that the trouble has not been removed and that the electrical system had better be inspected at a service station. The generator field-fuse is a valuable safety device and should never be replaced with a wire or a larger fuse.

Magnetos and Battery Sparks.

Question—Which throws the stronger or hotter spark, a high-tension magneto or a battery ignition system?

Answer—Under present conditions, one cannot be considered superior to the other, certainly so far as practical results are concerned. The magneto supplies all the electrical energy that can be advantageously used for ignition purposes except at most extremely reduced engine speeds, and the closed-circuit battery system, with practically an indefinite amount of energy available from the storage battery and the possibility of using as powerful coils as desired, is capable of furnishing almost any amount of sparking energy required. In the early days when primary batteries were used as the ignition source, the supply of current was limited and had to be carefully economized and therefore the open-circuit battery systems of that day sometimes produced sparks which represented considerably less energy than did the magneto sparks. However, even under these conditions, the results obtained by the two systems were hardly distinguishable.

Pedals Vibrate.

Question—When my Ford car is accelerating or is running at 10 m.p.h., the pedals vibrate very strongly, they cease to do so at higher or lower speeds. I thought that this might be due to the clutch's slipping and tightened it, but without result. What can you suggest?

Answer—Apparently your engine does not run perfectly even and produces a jerky effect at 10 m.p.h., which is of the same rate as the natural vibration of the pedals. Quite likely your engine has a weak cylinder that accounts for this unevenness of movement and this may be due to lack of gas tightness of this cylinder or imperfect action of the coil-vibrator which serves its plug. If you can make the engine run smoothly, the pedals will probably cease to vibrate. You better make sure that the engine arms are tight to the frame and that all bolts holding the crank-case and transmission housing together are secure.

Most Economical Speed.

Question—A claims that it takes more gasoline per mile to run the average car at a high rate of speed

WHITE ARMS FOR COPS.

London is trying out the practice of dressing up its traffic police with white sleeves, so they may be easily discerned at night. The plan to dress them completely in white overalls has been dismissed.

FIVE YEARS' TOLL.

The American Road Builders' Association reports that more than 100,000 persons have been killed and 3,000,000 injured in highway accidents in the last five years. Property damage totalled more than \$2,000,000,000.

than to run it at a moderate speed. It claims that the opposite is true. Which is right?

Answer—The average car requires the least gasoline per mile when it is run at moderate speeds, say between twenty and thirty miles per hour. At very low speeds an auto engine is wasteful of gasoline and its very high frictional losses make it also wasteful at very high speeds. Moreover, at high car speeds, wind and tractive resistance call for a large amount of power. A seems to us to be right.

Question—Will inner piston-rings, put in under the regular rings, take up their looseness and tend to prevent slapping? If so, under which rings should they be placed?

Answer—These inner rings are very well worth trying, as their use often makes the action of the regular rings enough more positive, so as to improve compression and to reduce oil-pumping and slapping very noticeably. They sometimes are very useful in improving the running of an engine until such time as a thorough overhauling or reconditioning job can be conveniently performed. An inner ring should be placed under each regular ring.

Rectifier Current Consumption.

Question—How much should it cost me per day of 24 hours for current to operate a two-ampere battery charger of the tube type? The way it figures out from my bill, it seems to cost fifty cents.

Answer—You have figured this altogether too high. This rectifier does not consume more than fifty watts and at that rate it would call for 1,200 watt-hours for each 24 hours or 1.2 kilowatt-hours. If your rate is say, 10 cents per kilowatt-hour, the daily cost for current would be about 12 cents. You can readily figure the cost at any other kilowatt-hour rate.

Backlash in Pinion-Shaft.

Question—My car grinds in the rear-end when it is descending hills and the engine is being used as a brake and also when running on the level at ten or fifteen m.p.h., but when running at 25 to 30 m.p.h. it does not grind. What is the cause of this?

Answer—It is impossible to tell with certainty, but in many instances of final drives, which are noisy especially when the engine is holding back, the trouble can be traced to lost motion of the bearings which hold the pinion in position relatively to the ring-gear. While this may not be the cause of trouble in your case, it might be well to test the pinion-shaft and see if it has undue endwise play. Copyright.

50 MILES' PROCESSION OF MOTORISTS.

300 Riders in London-to-Edinburgh Run.

The motorists and motor-cyclists who left London last night on the annual London-to-Edinburgh run will arrive in Edinburgh in a steady stream, from about seven o'clock onwards, says a Home Journal in mail week.

The final portion of the route is by Romano Bridge to Penicuik, and by the main road to the city. The first rider is due at 7.10 at the Waverley Market.

Over 300 motorists and motor-cyclists started on the run from Wrotham Park, near Barnet, last evening with a journey of 415 miles in front of them and 24 hours in which to complete the distance. Although the course included some difficult sections, notably on Ikley Moor, the test was rather one of physical endurance than of mechanical efficiency.

The first competitor left at 7 p.m., and was followed at half-minute intervals for 2½ hours. There were fewer competitors than usual, but the procession extended for a distance of over 50 miles. Most of the sidecars were occupied by girls.

An interesting contrast was provided by Harold Karslake's 25-year-old machine and George Brough's ultra-modern 100 m.p.h. Giant. These two competitors, who rode in the first trial of the series, were next to each other, and the latter was competing for his sixteenth London-Edinburgh gold medal.

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Hon. Secretary,

P. O. Box 116.

STRANGE FUELS.

"Gazogene" from Charcoal.

Paris, June 21.—Thirty automobiles on a three weeks' tour through France, recently, demonstrated the usefulness of fuels other than gasoline in automotive touring.

Most remarkable in this demonstration was the run made by 14 of these 30 vehicles on what is called "gazogene," a fuel manufactured on the spot by the motor car itself. This is generated from charcoal, wood or other similar substances.

All of these vehicles carried heavy loads over the entire trip.

One, weighing 11 tons, travelled 150 miles in one day, and another, weighing eight tons, reached a speed of 35 miles an hour.

In one case, a small touring car, running on granulated peat charcoal, exhausted its original supply along the way. For the rest of the journey the driver stopped at bakers' shops along the way, bought wood charcoal and travelled on this!

Each gazogene vehicle is equipped with a generator, which is a sort of furnace. A slow fire burns the necessary fuel and produces a gas which is fed into the engine through a carburetor.

Of the 14 gazogene vehicles, eight used "carbonite," a special compressed charcoal made up into egg-sized balls, and having the advantage of cleanliness, ease of handling and greater density and purity.

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Batteries designed for your car—Stocks Carried for your convenience



VOLTS AMP HOUR CAPACITY AT 6 AMPS	TYPE	CASE	The Prest-O-Lite Battery for your car		PRICE EACH	REPLACEMENT GROUP
			For your car	IN INCHES L. W. H.		
6 15	63 MR	RUBBER	4 1/2 X 6 1/2	9 1/2	\$17	CVO
6 25	611 RHK	DO	9 1/2 X 6 1/2	9 1/2	\$30	
6 35	A-613 JF	DO	10 1/2 X 6 1/2	9 1/2	\$35	
6 55	A-611 STH	RUBBER	9 1/2 X 7 1/2	9 1/2	\$50	SAS
6 80	A-615 JF	DO	10 1/2 X 7 1/2	9 1/2	\$40	
6 100	A-613 STH	DO	10 1/2 X 7 1/2	9 1/2	\$50	
6 112	A-616 SH	WOOD	11 1/2 X 7 1/2	9 1/2	\$70	GAC
6 135	616 JKH-2	RUBBER	12 1/2 X 7 1/2	9 1/2	\$70	
6 139	A-617 SH	DO	12 1/2 X 7 1/2	9 1/2	\$80	
6 160	A-127 SH	WOOD	14 1/2 X 7 1/2	9 1/2	\$65	N
12 60	1211 AHS	DO	17 1/2 X 6 1/2	10 1/2	\$75	
12 92	1211 FRK	DO	17 1/2 X 7 1/2	9 1/2	\$95	

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Prest-O-Lite

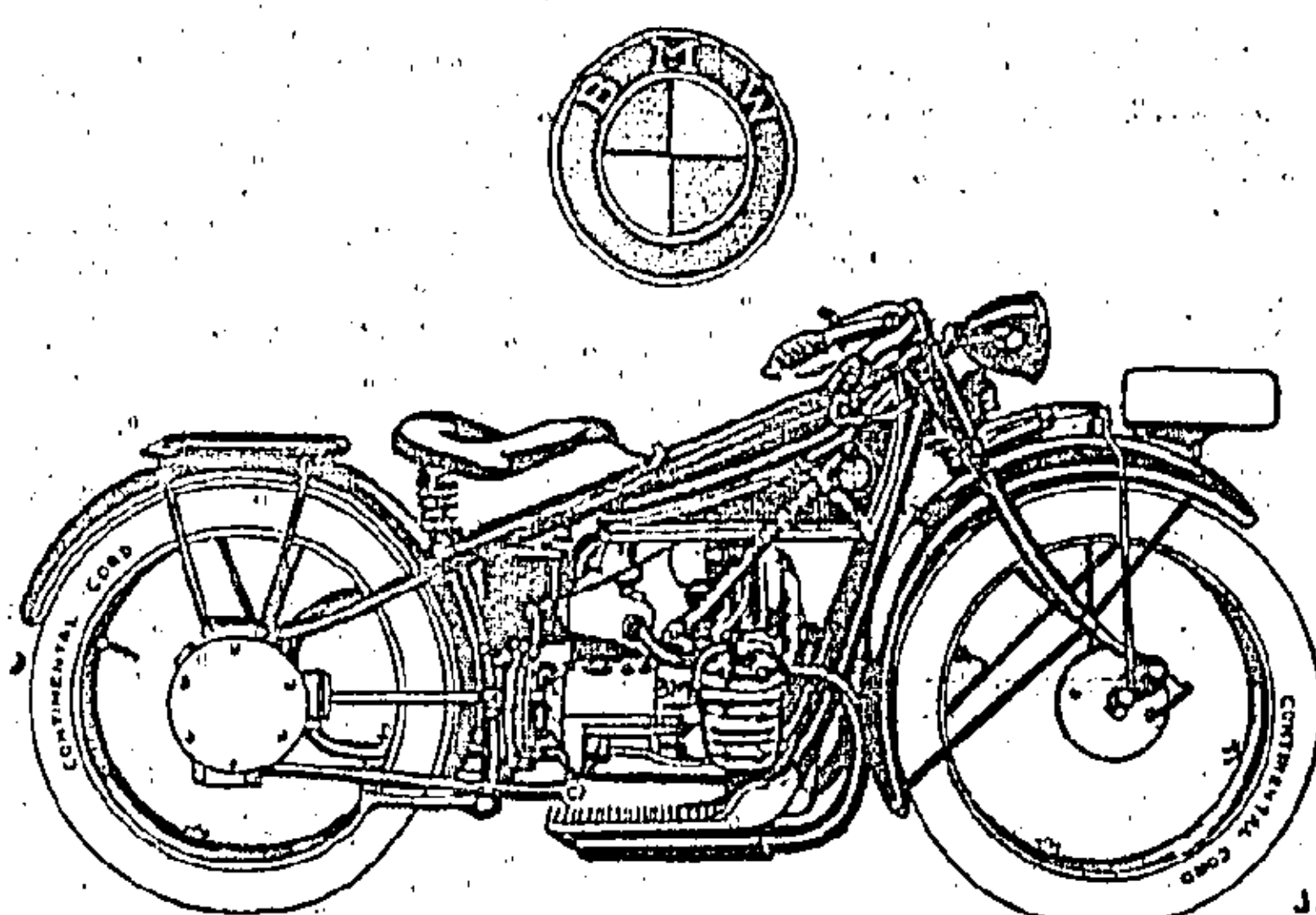
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- 2 Studebaker Big & Spec. Sixes, Reo, Pierce-Arrow, Packard, Chrysler &c.
- 3 Case, Cole, Cunningham, Franklin, GMT, Oldsmobile, &c.
- 4 Auburn 4; Buick Std, Chevrolet Cleveland, Essex, Ford, Overland, &c.
- 5 Auburn 6; Buick M, Chrysler, Hudson, Jordan 3, Oakland, Tem, &c.
- 6 Hupmobile, Marmon, Packard & Paige, R.V. Knight, Willys Knight &c.
- 7 Dodge, Gardner 6, Graham Brock Truck, Fiat 11m 22, &c.
- 12 Locomobile, Mack Truck, Stearns, Rolis & White
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Prest-O-Lite

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The new B.M.W. Touring Model represents the latest and most progressive form of engineering development applied to motor cycles.

In designing the R42 model, it has been the maker's endeavour to procure with all possible expediency, every step of technical progress and every item of riding experience for the benefit of a wide circle of clients. The outcome of this endeavour has been to produce—

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A FEW NOTABLE FEATURES

- Engine entirely water and dust proof.
- Double Frame throughout.
- Increase of engine power to 12 brake horse power.
- Rims suitable for normal or balloon tyres.
- All gearing effectively enclosed in oil-tight casings.
- The universally recognised advantages of shaft-drive.
- Bosch head and rear lights—Speedometer—Horn.
- All spare parts in stock in Hongkong.

May we give you further details of this super-motor cycle?

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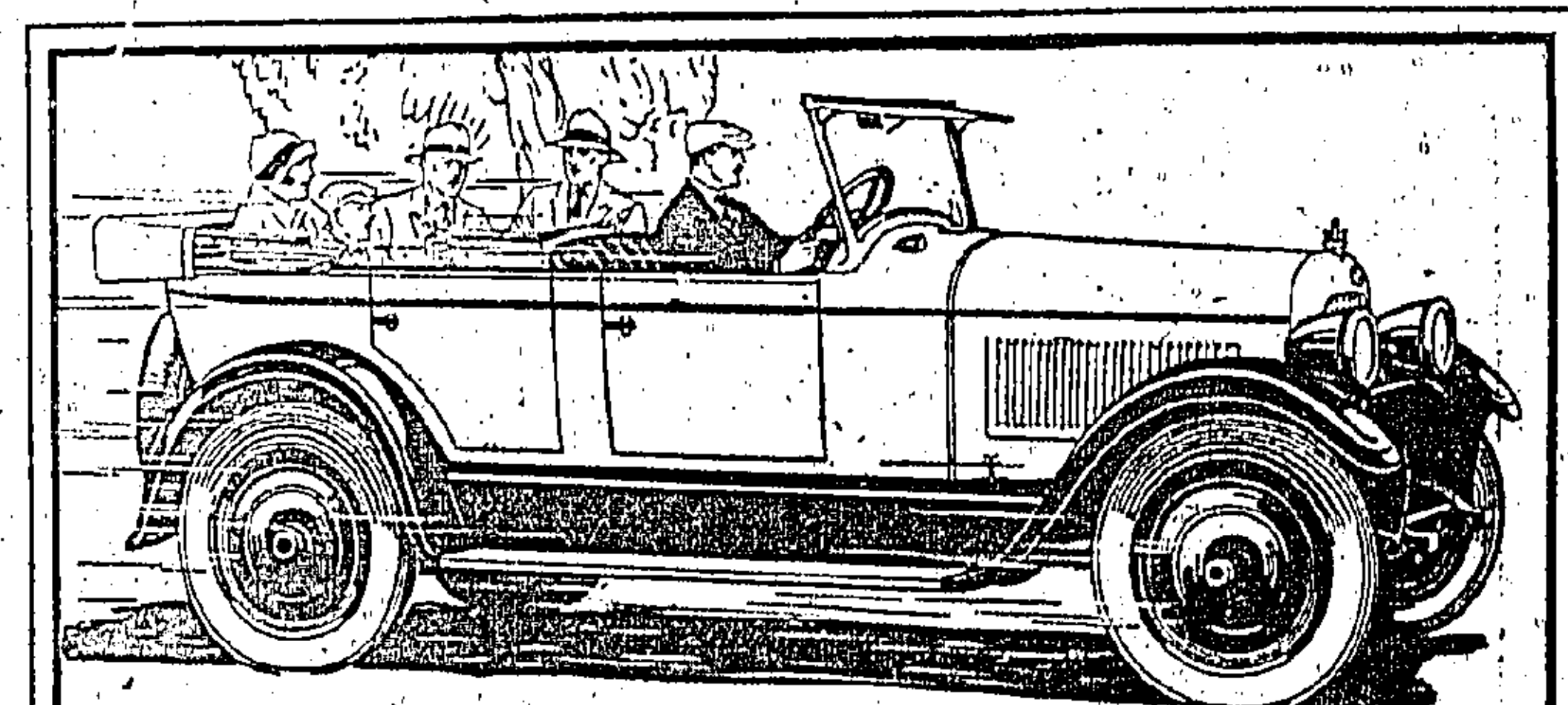
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Standard Six

Seven Passenger Tourer

THE beauty and comfort, as well as the economy and long life of this new Studebaker Standard Six Tourer, will delight those who desire a roomy seven-passenger car.

Deep cushions, balloon tyres and extra long springs make smooth traveling of rough roads.

Swung low on disc wheels, gleaming in duo-tone lacquers; controlled by four-wheel brakes, and powered with the quiet Studebaker L-head engine—this new Studebaker Standard Six Tourer will attract admiration on any boulevard. Its stout-hearted performance will win respect on any trail. The Standard Six Studebaker is officially rated the most powerful car of its size and weight in the world.

Proof of the inbuilt stamina of Studebaker cars is found in the reports of 1002 owners whose cars have been driven from 100,000 to 350,000 miles. As on all Studebakers, the equipment is unusually complete.

We invite you to try out any of the models.

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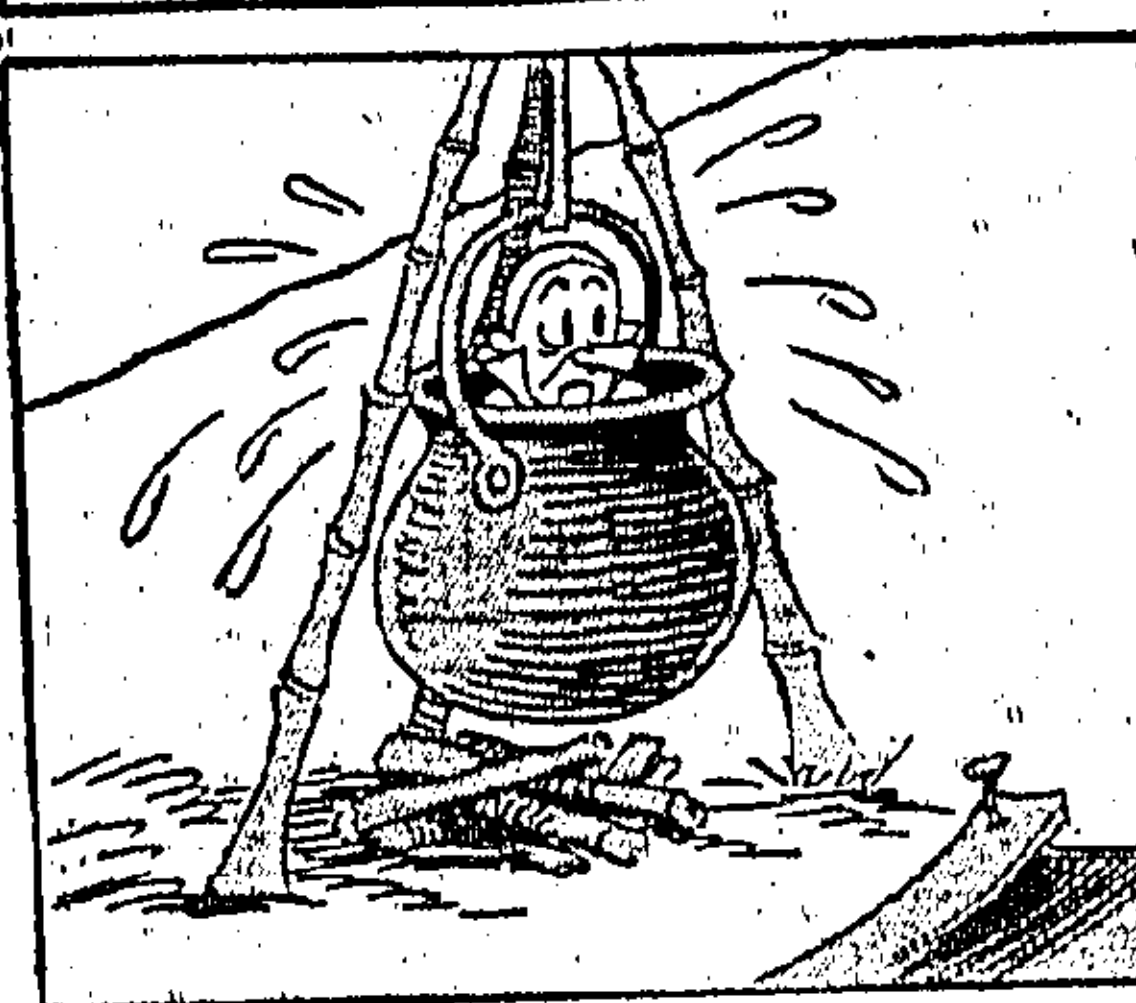
Jo-Jo the Jester

By JIM LAMERS

HERE I AM, STRANDED ON THIS ISLAND, WITH NO COMPANY, BUT A CASE OF AMERICAN BOOTLEG WHISKY, THAT HAPPENED TO BE WASHED ASHORE.

CANNIBALS! PULL IN YOUR EARS JO-JO, YOU ARE ABOUT TO ENTER A STEW KETTLE.

BOOLA-BOOLA WAH!

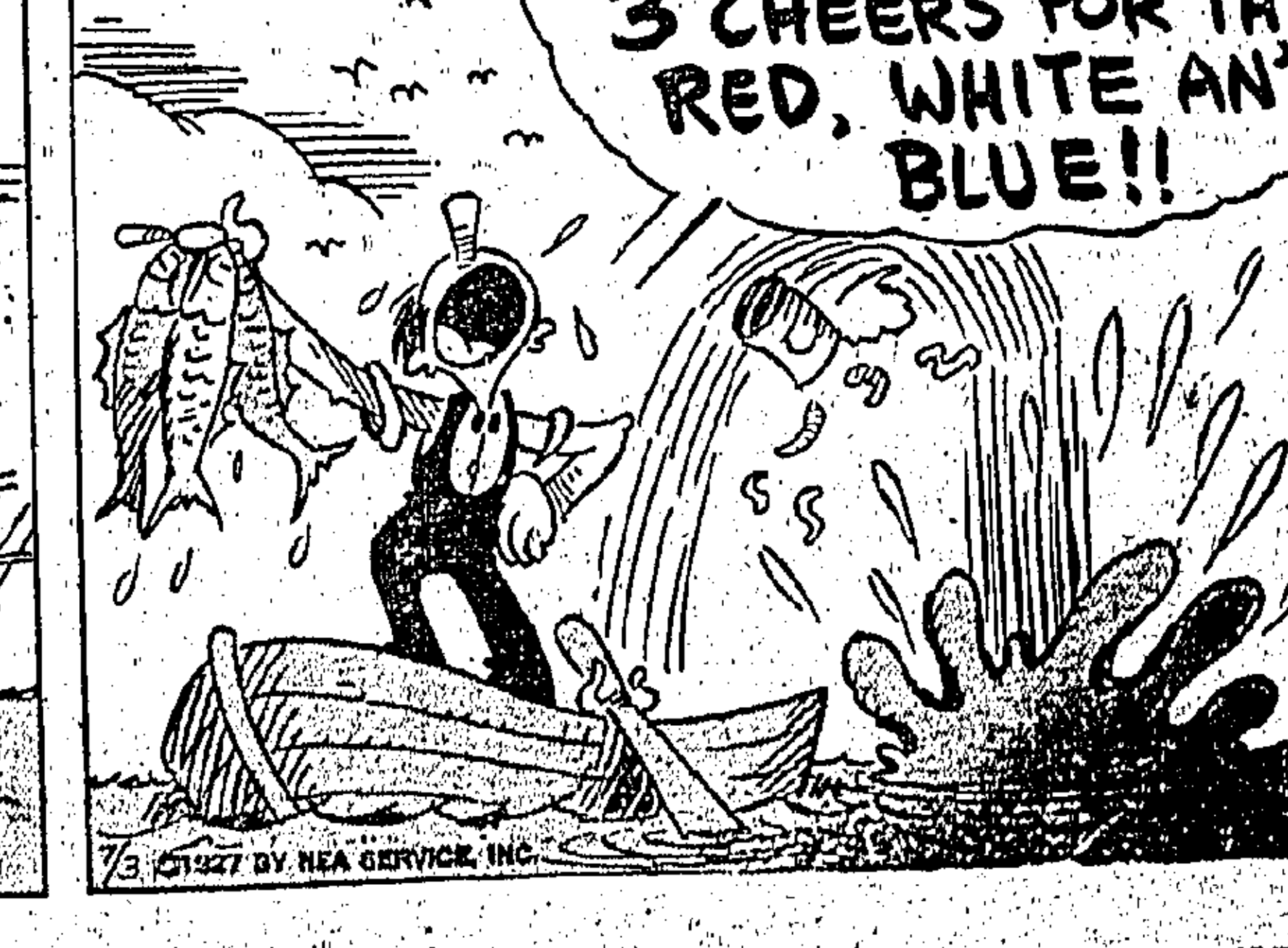
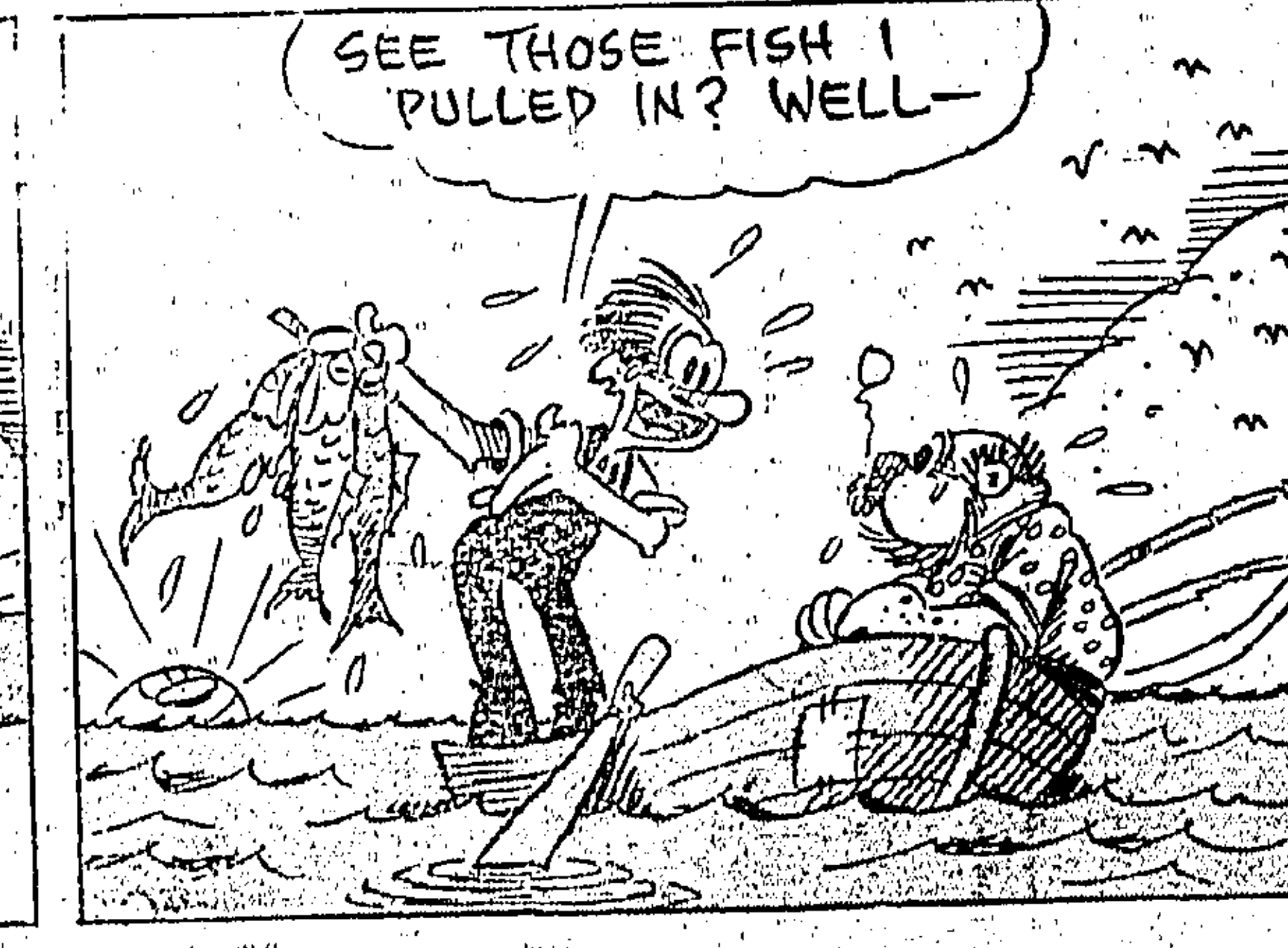
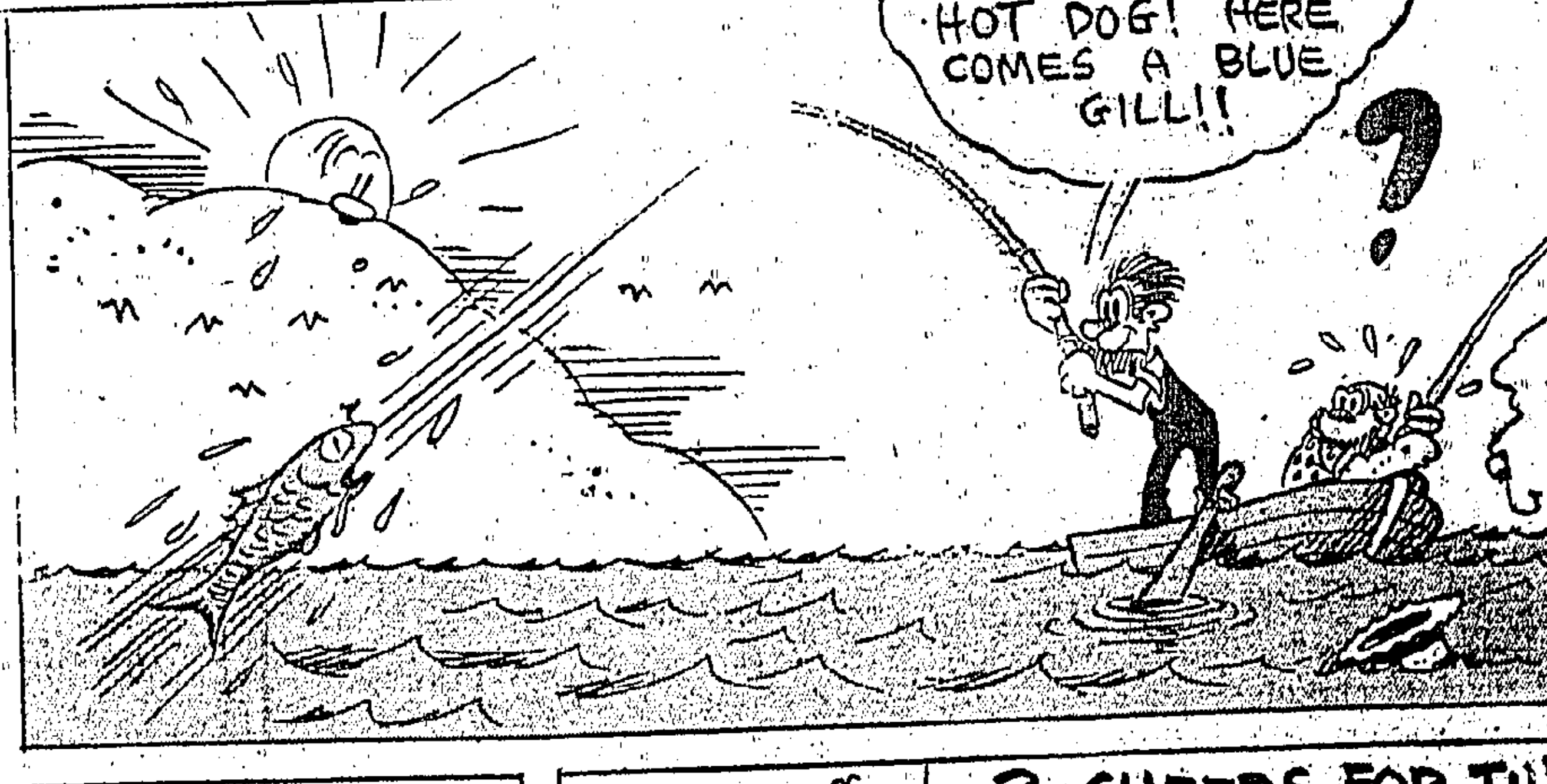
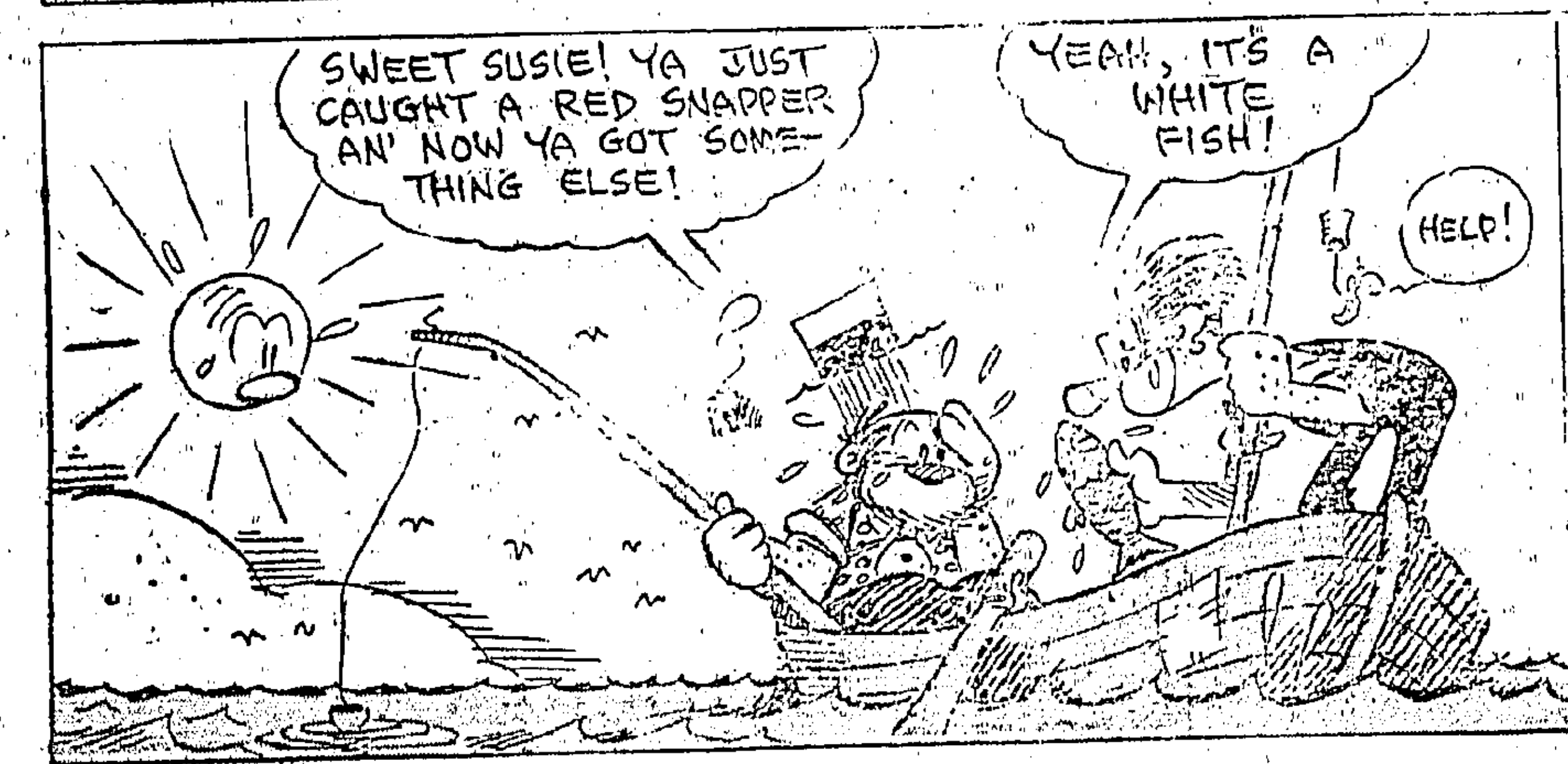
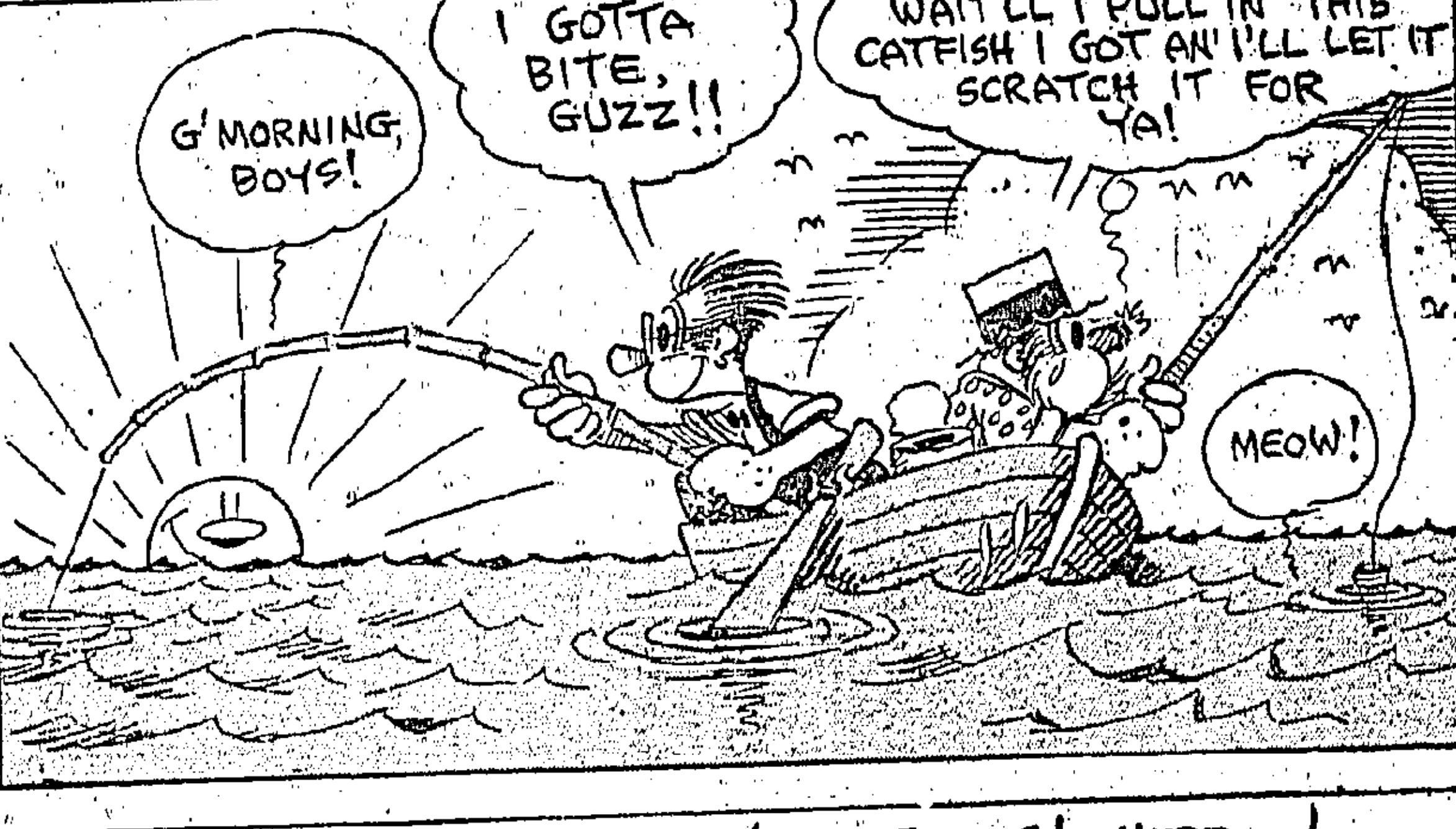
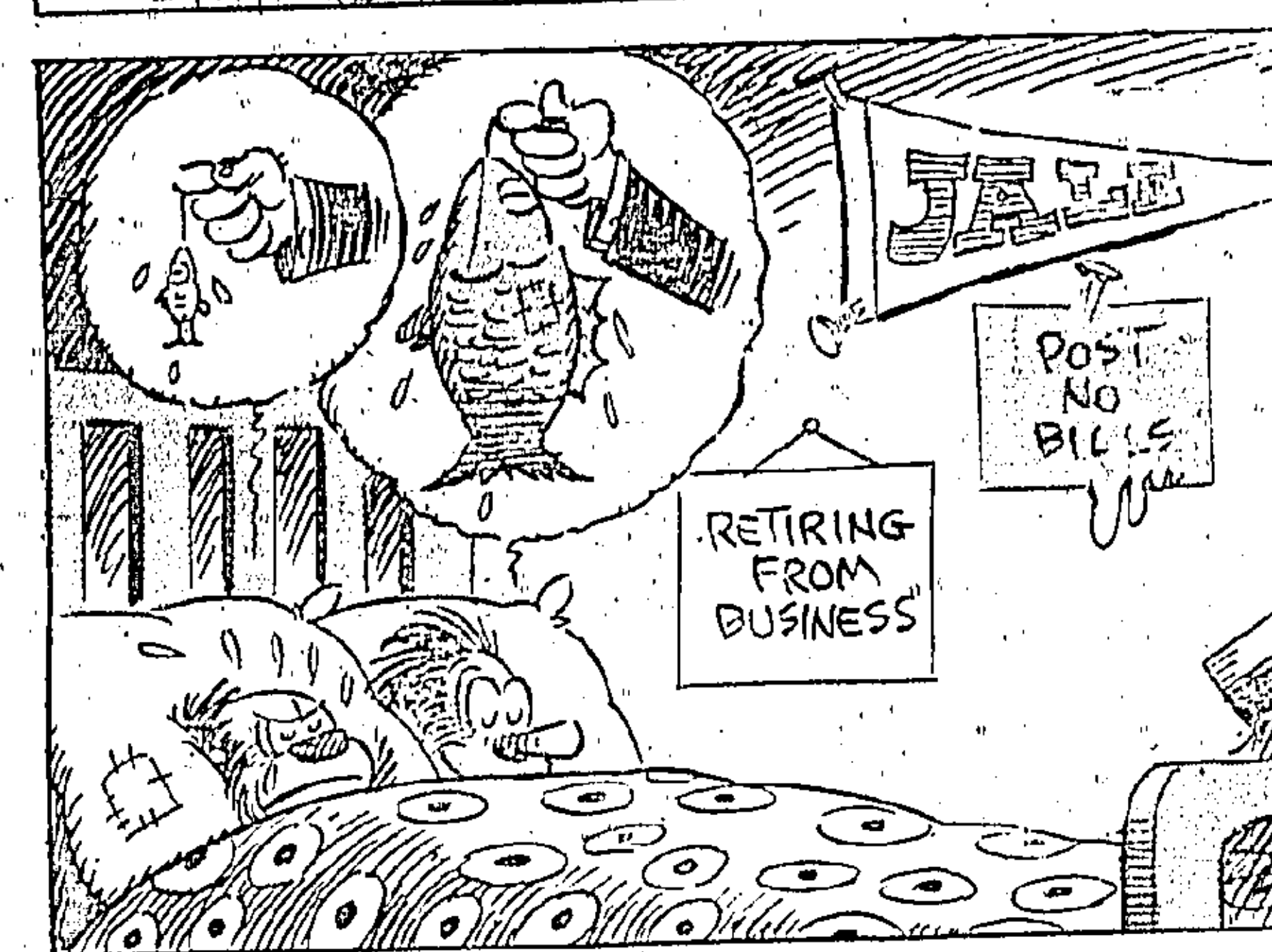


SALESMAN SAM

MIGOSH! FOR ONCE IN MY LIFE I FORGOT TA PLAN SOME SORT O' RECREATION FOR TH' FOURTH—DARN IT!!

HERE'S SAM HOWDY TA SEE YOU! MAYBE TH' STORE'S ON FIRE FROM SKY-ROCKETS OR SODA CRACKERS!

I JUST WANTED TA SEE IF YA HAD ANYTHING ON FOR T'MORROW—HOW ABOUT GOIN' FISHIN'? FINE! STAY HERE AN' SLEEP WITH ME SO'S WE CAN GET AN EARLY START!



WHITEAWAYS FOR STANDARD VALUES

The Very Idea!

Free meals were provided Aberdonians recently by a large shoal of whiting which were found stranded on the beach.

Two visitors are reported to have died from shock as a result of the occurrence. Their landlady having secured a haul which will provide many "high teas," promised her boarders a rebate on the week's lodging money.

One venerable whiting, in an interview, said they were left dry, but he, for one, was by no means high. They were chasing some sprat when the tide turned and left them stranded. "The fish concluded bitterly, 'No one but Aberdonians would set a sprat to catch a shoal!'"

Down where the belt clasps a little stronger,
Down where the pants should be a little longer,
That's where the vest begins,
Down where you wish you were a little slimmer,
Where the shirt that shows is a little whiter,

That's where the vest begins,
Down where the pains are in the making,
And each heavy meal will soon start it aching,
That's where the vest begins,
Where each added pound is the cause of sighing,
When you know in your heart that the scales aren't lying,
And you just have to guess when your shoes need tying,
That's where the vest begins.

A Swiss airway company has made an offer to the Berne police to bring from London the arrested fugitive cashier of the Swiss National Bank, named Kessler. A detective would travel in the aeroplane, which would be converted temporarily into a prison cell.

Kessler absconded recently with about £20,000. The offer is being considered pending extradition proceedings.

Man accused of drunkenness at Willesden: "You know what it is, sir, when you have a pint and then slip on a piece of orange peel."

Surrey policeman: He was using very bad language to another man, sir. Offender: Well, the other fellow said I was not an Englishman, and I showed him.

Wilkesden magistrate: Did this man assault you? Woman: Worse than that, sir; he hit me in the eye. Solicitor at Kingston: Was he sober? Man: Well—he had more than I had.

Man fined at Acton for loitering for betting purposes: I was not loitering for betting purposes; I was not loitering, I was walking along.

War is not becoming more humane, but a more universally terrible process.—Sir John Simon.

There is a great deal more real religion among people than sometimes appears on the surface.—Rev. W. McCormick.

If you look at the field of fiction, you will see that the best work is being done by the older men.—Mr. Philip Guedalla.

"How is it," the big tobaccoist asked the manager of his Aberdeen branch, "that you can sell so few cork-tipped cigarettes?"

"Well," his manager replied, "folk here dinna like the taste of cork-tipped burning."

The flags marking the saluting base when the Duke of Connaught inspected the 1st Highland Light Infantry at Aldershot were carried by triplet brothers named High, who recently joined the battalion band.

The Duke, who is Colonel-in-Chief of the regiment, took the salute when the battalion marched past.

The King and Queen attended Kreisler's recital at the Albert Hall last month in aid of Queen Mary's Hospital for the East End.

So many people arrived late that Kreisler had to interrupt a Mendelssohn concerto for some minutes while they took their places. He was congratulated by the King and Queen after the performance.

LOCAL POISONING CASE.

TWO WOMEN SUCCUMB IN HOSPITAL.

With reference to the case of poisoning reported by the vernacular papers, in which three Chinese women and a child were removed to the Government Civil Hospital after partaking of a meal of beans and fish, a few days ago, the vernacular press reports that two of the women died yesterday while the other woman and the child are still in serious condition.

Up to the present, they state, it has not been ascertained whether there was any poisonous substance in the meal of fish and beans to account for the attack of illness to which these women have succumbed.

RUSSIAN WOMEN JOIN AGITATION.

TO PREVENT WARFARE IN CHINA.

DEMONSTRATIONS PLANNED.

Moscow: Women are to be actively drawn into the anti-war movement and the agitation for Chinese "liberation," according to plans published in a formal resolution of the Comintern, the Third International.

The programme laid down by the International calls for demonstrations of women and children at the railroad stations and docks, from which troops may start for China service, also of mass demonstrations by women, children and invalids in front of the various houses of parliament or other seats of government of nations which have stationed military contingents in Chinese cities. The women's clubs and other organizations are also to be encouraged in anti-war propaganda, under the Comintern's proposals.

A Slogan.

"International proletarians, protect your proletarian fatherland," is the slogan put forth by the International for use in the Chinese revolution. This appeal for fatherlands is a departure from earlier policies of the International, which had preached the main idea of a proletarian group without national lines and with a class loyalty regardless of race or geography.

The struggle "against imperialism" in China is really "a defence of the working classes in all the world against the attack of capitalism," the International's resolution declared. It added that "the fate of four continents, Europe, America, Asia and Australia, is bound up in China because the tactics there will inevitably grow into a new world war unless curbed at the start."

FRACAS LEADS TO STABBING.

AN ACCUSATION OF THEFT.

A Chinese hawk was fatally stabbed in the stomach yesterday afternoon, in the vicinity of the Tung Wah Hospital reports the vernacular press, following a quarrel with another Chinese.

The affair occurred at a place where fortune-tellers, fruit-sellers, different types of hawkers, and men of the "underworld" congregate.

Yesterday afternoon a Chinese hawk, Lam Yuen, alleged that his brother's pocket had been picked by another Chinese, who was also a hawk. The other man denied this and a quarrel started.

Later in the day the accuser was stabbed by the other man.

HONGKONG-MANILA RADIO.

THE SCALE OF CHARGES.

In connection with the new commercial wireless service between Hongkong and the Philippines, which we announced in yesterday's *Telegraph*, it is notified in the Government Gazette that the following rates shall be charged:

Manila—30 cents per word for ordinary telegrams and 15 cents per word for deferred or Press telegrams.

Luzon Island (except Manila and Corregidor Island)—43 cents per word.

All other islands—76½ cents per word.

THE CHOPPING OF BANKNOTES.

AN AGREEMENT REACHED.

With regard to the dispute as to the "chopping" of notes, the vernacular press now reports that most of the bigger banks, including the P. & O. Bank, the Chartered Bank, and the Banque de l'Indo-Chine, have decided to comply with the request of the native banks, and in a few days time will be seen the abolition of the chopping system in the commerce departments of the foreign banks.

SENTENCED TO DEATH.

16 YEAR-OLD YOUTH.

Rangoon, July 22. Pothwe, a 16-year-old youth, and a Karen teacher of a mission school, on being sentenced to death for the murder of Father Chagnot in April, guilt being admitted by the accused, complained of deceased's harsh treatment.—*Reuter*.

A SERIOUS MOTOR SMASH.

SOLDIERS BADLY INJURED IN SINGAPORE.

A serious motor smash occurred in Selegie Road, a short distance from the Kangkang Kerbau Police Station, Singapore, about 2.30 on Saturday morning, as a result of which two members of the Duke of Wellington's Regiment were seriously injured.

With two other soldiers, they were in a car, said to have been driven by Mr. L. T. le Mercier of the Eastern Extension Telegraph Company. The party had been attending the dance which was given in honour of Dr. Noel Clarke.

They were approaching the entrance to Bukit Timah Road when the car ran head on into a tramway repair lorry which, it is said, was standing in the middle of the road.

The extent of the damage done to the car suggests that the impact was very heavy. Sgt. Boscond and Pte. France were thrown out, and sustained such severe injuries that they had to be removed to hospital immediately. A passing car was stopped, and the unconscious men lifted into it.

Gunner Dawnie and Pte. Denants were fortunate in escaping with only minor injuries, the latter, who was next to Mr. Le Mercier, receiving no more than a bad shaking up. Mr. Le Mercier also received only superficial injuries.

Late on Sunday evening Sgt. Boscond and Pte. France were still unconscious.

Mr. Le Mercier has been charged with causing hurt by a rash act, the case being postponed.

A.A.A. CHAMPIONSHIP MEETING.

FINE PERFORMANCES RECORDED.

London, July 16. The Amateur Athletic Association's championships were run off to-day at Manchester, the weather fortunately proving fine and the attendance large.

D. G. A. Lowe, the former Cambridge, and now Achilles, runner, was awarded the Harvey Cup, which is given to the champion of the year, whilst A. N. S. Jackson, the former Oxford, and now Achilles, miler, won the cup awarded for the best performance recorded in the year.

In the totalling for points England was returned with 9, Ireland 2 and Scotland 0.

As was generally anticipated Lowe won the half mile, which he covered in 1.53.4-5, which is four-fifths better than Stallard's fine time in 1924 but does not touch the wonderful performance of Dr. Peltzer, the German competitor last year, of 1.51, a world's record.

A NATIONALIST VISITOR.

THE COMMISSIONER OF EDUCATION.

The vernacular press reports the arrival of Mr. Chung Wing-koang, the Commissioner of Education of the Nationalist Government, Nanking, from Shanghai, yesterday morning.

After a brief stay here, he left the Colony in the afternoon for Canton.

It is learned that his being appointed chairman of the newly-elected board of directors in the Canton Christian College necessitated his return to Canton from the north.

ANGLO-AMERICAN AMITY.

PRINCE AND PREMIER ON PEACE BRIDGE.

London, July 22. It is announced that during the Prince of Wales' and Mr. Baldwin's forthcoming visit to Canada, they will motor from Niagara Falls on August 7 to meet General Daves (Vice-President of the United States) and Mr. Kellogg on the newly-erected Buffalo peace bridge.—*Reuter*.

INTERNATIONAL BOWLS.

ENGLAND TOPS THE LIST.

London, July 16. The international bowls championship has resulted in the countries being placed as follows: England, 1; Scotland 2; Wales 3; Ireland 4.

ARREST OF ALLEGED BANDIT CHIEF.

MAN WITH A FEARFUL RECORD.

The vernacular press states that on Thursday a notorious bandit chief of the Tung Kun district was arrested, with his five followers, in Yaumati, by a corps of Chinese detectives who raided their house.

The alleged bandit chief, who is aged 42, used to direct more than a thousand bandits in the various parts of Kwangtung, and was notorious for his long record of cruel deeds, it is declared. He is said to have led a large party of pirates in the East and West Marling districts some years ago, massacred more than eight hundred people, and burned down an almost equal number of houses in the Tung Kun district three years ago.

On January 15 this year he and his followers killed all the members of two big families in the Shek Koo-dun Village, in the Tung Kun district, following a big robbery; and on February 10, in another village, he drowned 58 Chinese villagers by tying them all up with ropes and throwing them all into the river.

When he was arrested in Yaumati this alleged bandit chief is said to have been dressed in the garb of a well-to-do man.

STUDENT CHARGED WITH THEFT.

PAWNSHOP KEEPERS IDENTIFY HIM.

A Chinese youth has been taken into the custody of the police in connexion with the theft of a *ma cheuk* set and a satin fur-lined jacket, from a house in Li-Sing Street.

The arrested youth is 18 years of age, and described himself as a student.

The articles alleged to have been stolen were traced to pawnshops, the keepers of which were able to identify the youth.

The theft is supposed to have been committed over a month ago, but the alleged culprit was only arrested yesterday. He will be brought before the police magistrate in due course.

A FOOLISH MAN INDEED.

STOLE WHILE ON A JOB.

A Chinese lime-washer, who, together with three others, was engaged to white-wash a number of houses on Causeway Hill, was charged this morning before Mr. R. E. Lindsell with the larceny of a penknife, a gold pencil and ten tram tickets (five cents each), from a bedroom in No. 8, and three articles of jewellery, a police whistle and seven Russian banknotes from No. 6, Causeway Hill.

He was sentenced to eight weeks' hard labour, on his pleading guilty to the charge.

WOMEN AVIATORS' SUCCESSES.

MALE COMPETITORS BEATEN.

London, July 16. In the aviation meeting at Birmingham, competing against three male pilots, Lady Bailey came in first at 92 m.p.h.

Mrs. Elliott Lynn was second with 82½.

Lady Bailey was ranked third in the flight from Birmingham to Manchester.

TYPHOON WARNING.

MAY INCREASE IN INTENSITY.

According to a message received here by the American Consulate General, from the Manila Observatory, at 9.30 this morning, the typhoon has crossed Northern Luzon in the form of a shallow depression. It may increase in intensity in the China Sea.

COLONY'S FINANCES.

THE POSITION IN APRIL.

The financial statement of the Colony for the month of April is published in the Government Gazette circulated to-day, and shows that the revenue for the month was \$1,825,840, and that the expenditure was \$2,140,472. The Colony's balance of assets over liabilities was reduced from \$4,474,923 to \$4,160,291.

ECHO OF PARIS GAOL HOAX.

ESCAPED COMMUNIST RE-ARRESTED.

Paris, July 22. M. Semart, the Communist who escaped from prison through a hoax, has been quickly re-arrested on the premises of the Syndicat Unitaire.—*Reuter*.

Paris messages of June 25 stated: As the result of an astounding practical joke, M. Leon Daudet, Deputé of the Action Française and Semart, the Communist, have been released from Sante prison.

It appears that a young Royalist telephoned the Governor of the prison, and imitating the voice of M. Sarraut, the Minister of the Interior, ordered their release. It is reported that Daudet has left Paris for an unknown destination.

The Cabinet met this evening to discuss the prison hoax, and decided to suspend the Governor of the prison.

RACE RENDERED VOID.

HORSES GO EXTRA FURLONG.

London, July 16. There was an extraordinary occurrence at the race meeting at Hamilton Park.

After the Rutherglen Plate for two years olds had been run the Stewards declared the race void, as it was found that instead of finishing at the five furlongs—the distance of the race—they had covered six.

BOBBY JONES TO RETIRE?

CHAMPIONSHIP CAREER OVER.

London, July 16. Bobby Jones, who won the British open golf championship for the second time last week, is not expected to take part in any further championships.

He is delighted with the popularity he has achieved, and also at the effacement of his petulant picking-up in disgust, in the third round of the "open" in 1921.

HOME LAWN TENNIS.

IRISH AND WELSH CHAMPIONSHIPS.

London, July 16. In the Irish lawn tennis championship played at Dublin, Crole-Rees beat Hughes in the men's singles, and Mrs. Watson beat Miss Gingles in the women's.

In the Welsh championships played at Newport, D. Williams beat Crawshaw, Williams in the men's singles, and Mrs. Sutherland beat Miss Seal in the women's.

FRENCH MOTOR GRAND PRIX.

A TRIUMPH FOR THE DELAGE.

Lima, 4th July. The French Motor Grand Prix Race, over 600 kilometres has been won by Delage, on a Delage.

His time was four hours, forty-five minutes, forty-one and one-fifth seconds. Delages were also second and third.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*.

Answers, for those who need them, will be found on Page 18 of this issue.

- 1 Who "sing'd the King of Spain's beard"?
- 2 What period in history is known as "The Hundred Days"?
- 3 Which is the highest building in the world? How high is it?
- 4 What is a tripping?
- 5 Who was the last British Sovereign to refuse to sign a Bill passed by Parliament?
- 6 What was formerly known as (a) Muscovy, (b) Van Diemen's Land, (c) New Amsterdam?
- 7 What is a "diplodocus"?
- 8 Which batsman made the highest score in one innings in first-class cricket? What was it?
- 9 Who wrote for his own epitaph the lines: "Life is a joke, and all things show it."
- 10 I thought so once, and now I know it?
- 11 What are the real names of (a) Botticelli, (b) Tintoretto, (c) Perugino?
- 12 Name Wagner's first opera, and the town where it was first performed.
- 13 Who was the first man to swim the Channel?
- 14 Why do the scholars of Christ's Hospital School not wear hats?
- 15 What is a bubblyjack?
- 16 What does A.A.A. stand for?

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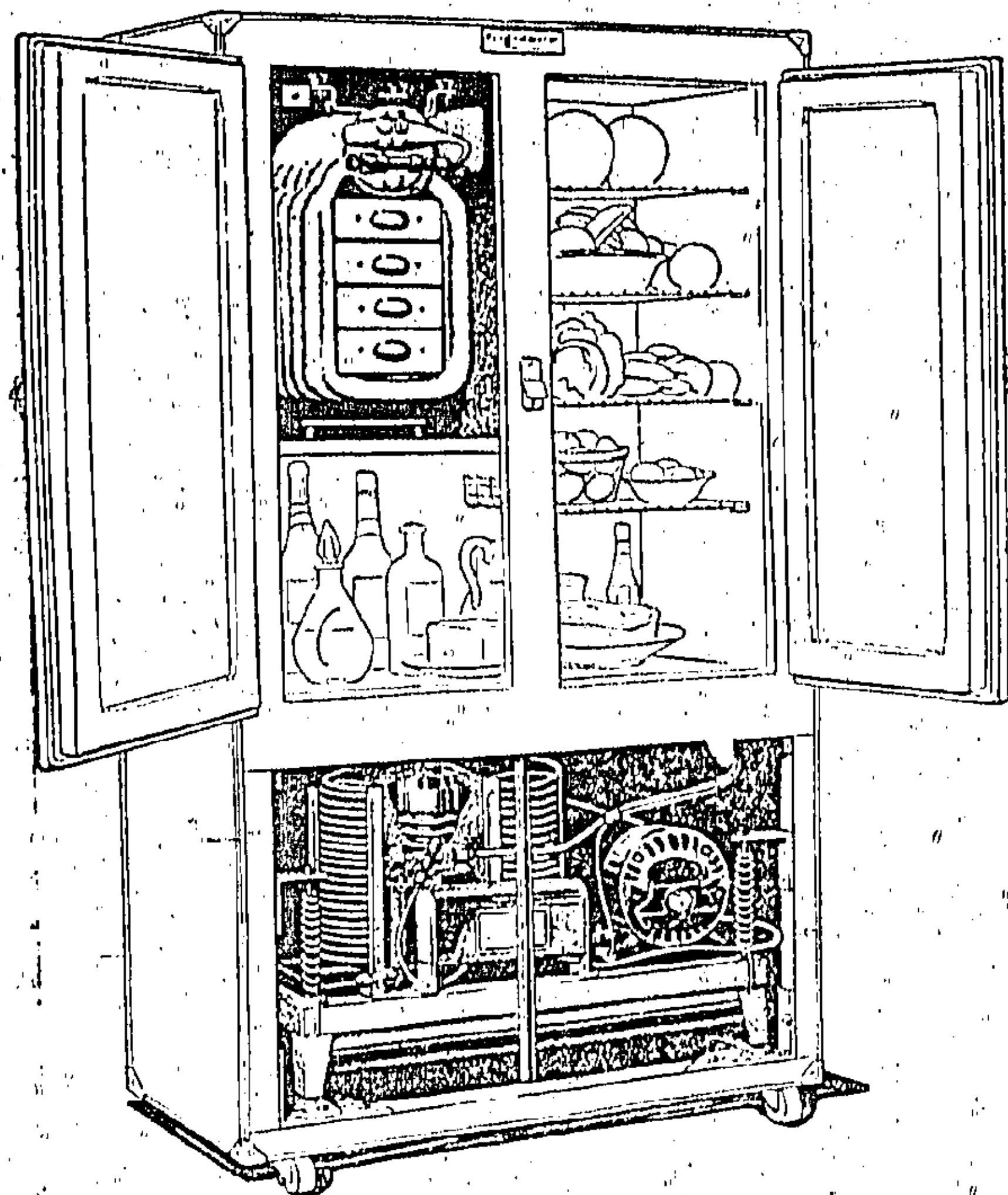
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ATTENTION LADIES!

CHEAP SALE

35 MODELS OF SUMMER DRESSES.

Showing at—

52 NATHAN HOUSE

Nathan Road, Kowloon.

OUR DAILY TALK ON HEALTH.

DANDRUFF AND HEREDITY IN BALDNESS.

POSSIBLE TO CONTROL.

The definite causes of simple baldness are uncertain and there is much room for speculation. As a result, all sorts of factors are invoked to explain it, from the wearing of tight hats to improper methods of breathing. Some would go so far as to say that there is no such thing as hereditary baldness and to attribute all of the cases to seborrhoeic dermatitis or inflammation and dandruff.

This is an extreme view; but certainly the ravages of dandruff have to be taken into account in all cases of baldness, and in considering the causes of the condition the separation can be made between simple baldness and that due to dandruff.

Dandruff can be controlled in most cases by the simple hygiene of the scalp that has been recommended and by suitable treatment applied under competent advice. Unfortunately most people overdo the matter of making applications to the scalp, applying strong alcoholic hair tonics and washing the hair far too frequently.

Many "Cures."

The popular remedies to prevent falling of the hair would fill an encyclopedia. Vibratory and electrical treatments, hair tonics that are supposed to feed the hair roots, crude kerosene, massage and mange cures, vacuum caps, and all sorts of coloured rays, have had frequent and futile trials.

It is impossible to prescribe any method that will be of service in general. The health of the patient must be brought up to a high level, his diet and digestion may require attention; certain remedies which are known to affect the skin when given internally may be tried by the physician with caution, and applications may be made to the outside of the scalp, after study of the condition has shown whether the scalp is inflamed or requires stimulation.

The bald-headed man is likely to console himself with the bromide that "no grass grows on a busy street." He likes to feel that baldness is a sign of intelligence and a result of mental labour.

Don't Need Hair.

Baldness is more likely a manifestation of a transitional stage in human evolution. The warmth and other protection afforded by the hair are no longer of great importance to man. We now use a hat instead of relying for protection on a shock of hair as did our aboriginal ancestors.

This does not mean, however, that we can preserve our hair by discarding our hats. We are the results of our heredity and we would have to discard the hats of our ancestors for a great many generations that have gone before. According to figures assembled by Jackson and White, baldness is due to heredity in from 30 to 40 per cent. of all cases.

RADIO PROGRAMME.

AN OPPORTUNITY FOR HONGKONG LISTENERS.

The Manager of the Holland-China Trading Company, the agents for Philips Lampworks at Eindhoven, writes to the S. C. M. Post:

We are in receipt of telegraphic information to the effect that Messrs. Philips, Eindhoven (whose activities on the short wave system of wireless telephone are so well known amongst radio enthusiasts) intend to broadcast from their Eindhoven (Holland) studio continuously for 24 hours commencing on Tuesday, 26th July, at 6.40 p.m. (Hongkong time). There will be a special programme and announcements will be made in English, French, German and Dutch; the wave length of this station is 30.2 metre and the call letters C. P. J. J.

This station has been heard very clearly in both the Dutch East and West Indies, and quite recently an operator on board a Dutch steamer was able (near Singapore) to follow practically word for word a speech delivered by the Queen of the Netherlands at Eindhoven. He used a simple short wave telephone reception set constructed by him on board, consisting of a single wire aerial strung between a boat davit and a funnel stay and one detector and two low frequency amplifying valves, with, of course, the necessary transformers and condensers.

Care should be taken, when trying to tune in, not to confuse this station with Petrograd, which, we understand, works on practically the same wave length, and which latter station was picked up last week both at Hongkong and at sea between Hongkong and Shanghai.

As Agents for Messrs. Philips, we will be pleased to hear from any local W/T receiving station which was able to listen

KONGMOON TRADE.

BIG DECREASE REPORTED FOR 1926.

The trade of Kongmoon for the year 1926 showed the worst return of any such since the opening of the port in 1904. The total value of the trade which passed through the Maritime Customs amounted to Hk. Tls. 1,768,444, a decrease of Hk. Tls. 4,849,051 compared with the value of the similar trade for 1925 and of Hk. Tls. 13,539,980 compared with 1924.

During the first three quarters of the year under review there was no trade whatsoever, owing to the boycotts of Hongkong and Macao, the former of which affected Kongmoon overwhelmingly, as all the river steamer traffic from this port goes to Hongkong. In mid-October the boycotts were settled, and trade was resumed here on the 18th October, when the first river steamer for 15 months arrived at Kongmoon from Hongkong. But the resumption of trade was not to go long undisturbed. By the middle of November the Tung Tak Labour Union had a difference of opinion with the Cargo-boat Guild, the result being that the river steamers carried no cargo for a week at that time, and, again none for ten days at the beginning of the following month. On the 1st November the Internal Tax Bureau commenced operations collecting half Customs duty on all goods except wine, tobacco, and kerosene oil, which had to pay a special consumption tax. Also, cement and sugar were separately mulcted for the upkeep of the Canton University.

Oil Prices.

A special tax on piece goods had been in operation for several years. Kerosene oil has paid a tax of Small-coin \$2 per case of 10 American gallons since the 15th July, 1926, but independent importations of kerosene oil have been smuggled into the Sze-yap and Heungshan districts in very great quantities under escort of well-paid local pirates. During the first half of the year under review prices ranged high—from \$7 to \$12 (Cantonese subsidiary coinage) per unit. In July the Standard Oil Company agreed to pay the tax of S.-c. \$2 per case. Upon the abandonment of the anti-British boycott in mid-October the Asiatic Petroleum Company followed suit. By the end of 1926 both oil companies had approached their normal trade figures.

A forced loan of S.-c. \$100,000 upon the Kongmoon Chamber of Commerce, in September, 1926, did much to stifle the scarcely reborn trade. This was aided in its infelicitous task by the prevalence of piracy. Notes of the Central Government Banking Corporation met with favour at the hands of the public as the subsidiary coinage minted in Kwangtung became more and more debased; but for all big business, Hongkong dollar notes retained the popularity which they have enjoyed ever since Kongmoon was opened as a port. There are not, and never have been, any silver dollars current here. Hongkong dollar notes and subsidiary coins have been the sole two currencies, not even excepting copper cents. These fluctuated between 155 and 160 to the dollar (subsidiary coinage) during the year, showing thereby how small was the demand for them.

Money Matters.

In June and August subsidiary coins were in the ratio of \$129.75 to Hongkong \$100. By the end of November the rate had fallen to S.-c. \$116=Hongkong \$100. Money was easy and interest low during the first half of the year, but the Northern military expedition, which started in July on its march to the Yangtze, soon changed that. In the latter half of the year large sums were remitted to Canton from here for military purposes: a drain on the financial resources of the province which has not since ceased. In consequence, money became exceedingly tight in Kongmoon and interest very high, and this in spite of the large sums remitted to the Sunwui district by former residents, who are now overseas Chinese in the United States of America, Straits Settlements, and other regions. Local agriculture was a complete failure, thanks to unfavourable climate conditions. In consequence, mulberry leaves—usually sold at S.-c. \$2 to \$3 per picul—barely fetched 60 cents. Rice crops, both first and second, were adversely affected by floods and typhoons in June and October. The first crop showed a yield of 65 per cent. and the second crop one of 40 per cent. compared with the normal amounts.—Chinese Economic Bulletin.

In to the above special broadcasting programme. Messrs. Philips are further particularly interested to learn, at what time of the day the best reception was made.

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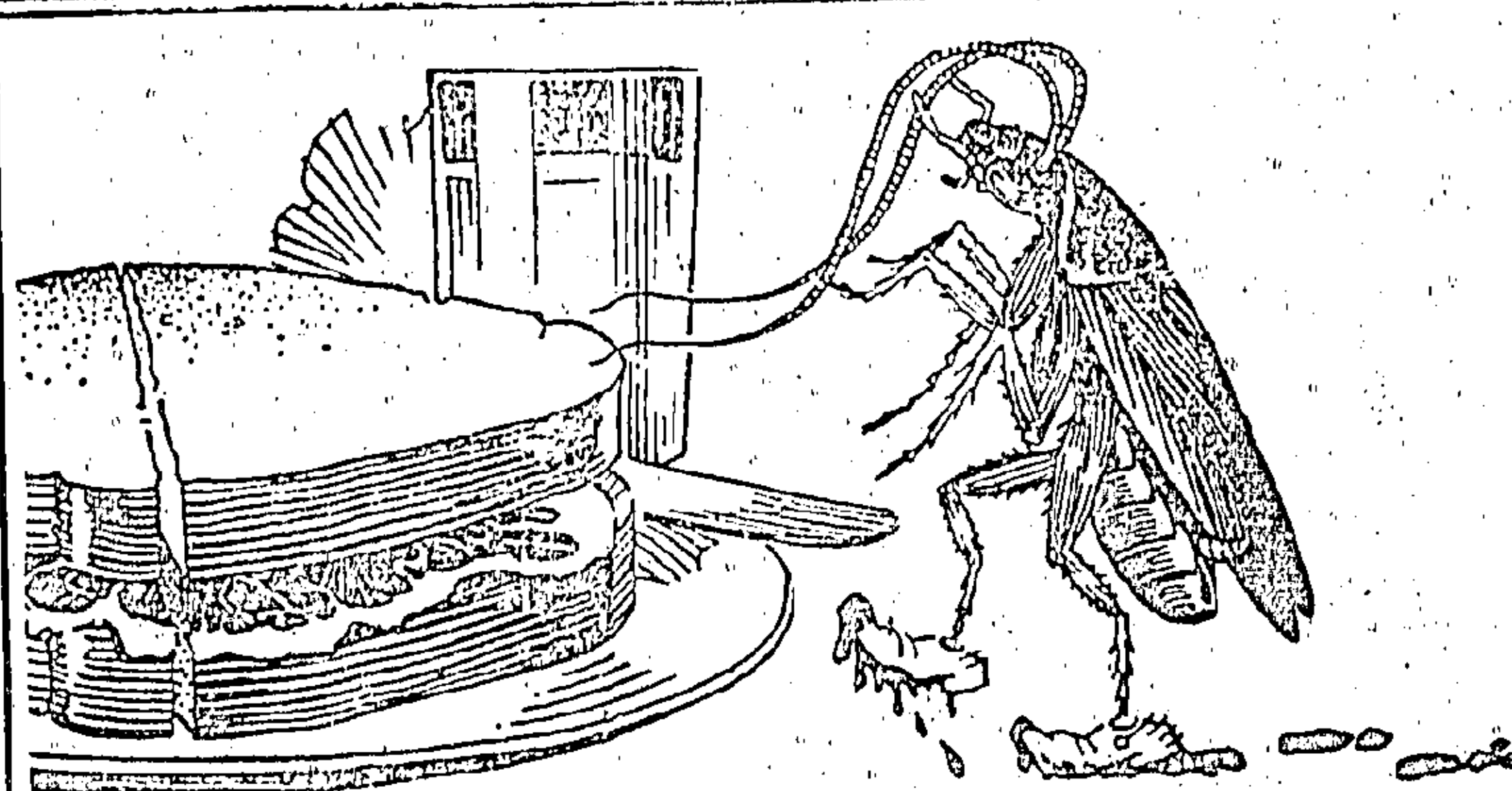
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The cockroach, we are told, by defiling food with its dirt and filth, spreads the dreaded germ of cancer.

As the tireless energy of man has traced the cancer germ from its inception, so man's ingenuity has also discovered the way for destroying the loathesome cockroach.

Flit spray clears the house in a few minutes of disease-bearing flies, mosquitoes, bed bugs, cockroaches, ants, moths, fleas and silverfish. It searches out the cracks where insects hide and breed, destroying their eggs. Flit spray kills moths and their larvae which eat holes. Extensive tests showed that Flit spray did not stain the most delicate fabrics. Flit is clean and easy to use, death to insects but harmless to mankind. It is economy to use Flit and avoid disease. For sale everywhere.

Sole Agents for China: MUSTARD & Co., Ltd.

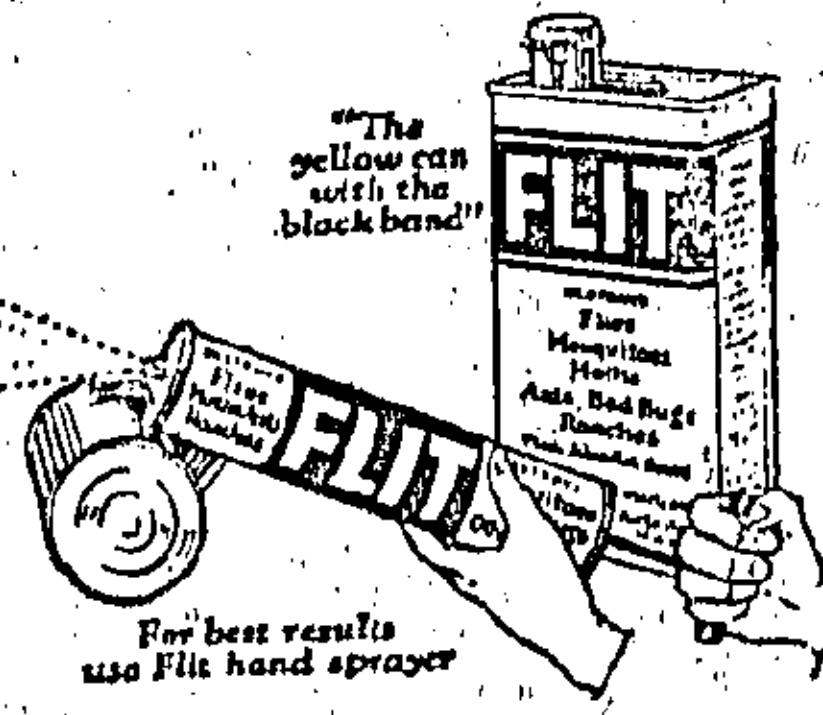
INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONGKONG.

FLIT

DESTROYS Flies-Mosquitoes-Moths-Ants-Bed Bugs-Fleas-Roaches

Many Other Household Insects and Their Eggs

Manufactured by: STANDARD OIL CO. [New Jersey]



FOOTBALL FRIENDLY MATCH FOR TO-DAY.

Weather permitting, there will be a friendly football match between the R. A. M. C. and the China Athletic Club at 5.45 p.m. to-day at Bookunpo.

This match has, by the courtesy

of the South China Command Sports Board, been allotted to the H. K. Chinese Amateur Athletic Federation. The net receipts will go to swell the funds the latter are raising to send a delegation to the Far Eastern Olympiad.

The R. A. M. C.'s records are not yet known, but their team will probably include some seasoned players who are well versed in the conditions and style of play of the

Colony. The name of the veteran interpreter, Sims, is mentioned in the line-up and it will be no surprise if a few familiar players of the Colony who belong to the Corps are seen in play also.

The Chinese line-up will be as usual—Pau Ka-ping; Lau Mow, Lo Wal-man; Ho Che-yin, Lam Yuk-ying, Ng Po-lau; Lee Bing-tong, Suen Kam-shun, Wong Pak-chong, Choy Ping-fan and Ng Kam-chen.

For your floor—furniture—and
every domestic article requiring
a stained and varnished finish

"Wilheycla"

Oil Varnish Stains

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Oaks—Walnut
Mahogany—Satinwood
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Can be applied by anyone.
Always reliable, never sticky.
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Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.



ASAHI BEER

Special Brewed for Export.

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TOKIO JAPAN

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HONGKONG.

MANILA
Cigarettes

"LADY GODIVA"

Yours Truly
Tobacco Store

22, Des Voeux Road, Central
(Phone C. 1856).

Pure **MANILA** Tobacco.

"RICKSHAW" BRAND
CEYLON TEA
Cheapest and Best

From all leading Compradores.

PRICE \$1.00 PER LB.

Be Guided by the Quality—Not the Price.

MANSION TRAINING COLLEGE.

HOME FOR ROMAN CATHOLIC
TEACHERS.

One of England's stately homes, Strawberry Hill, Twickenham, famous as the former residence of Horace Walpole, was opened last month by Cardinal Bourne as a Roman Catholic training college for teachers.

It will be called St. Mary's College, and will be staffed by 20 priests of the Congregation of St. Vincent de Paul. There is accommodation for 200 men students.

The original college was founded by Cardinal Wiseman, first Archbishop of Westminster, at Brook Green 75 years ago.

"During recent years the demand for admission to the college has far exceeded the accommodation," one of the priests said to a pressman. "We purchased Strawberry Hill two years ago, and sold our old college to Messrs. J. Lyons and Co., who wanted more room for Cadby Hall."

Walpole's mansion has been left intact, but a new wing containing lecture rooms, dormitories, and a chapel, has been added at a cost of £60,000.

"Every effort has been made to preserve the mansion as a national monument," the priest added. "In the new wing the old Gothic architecture has been followed. We have already received visitors from all over the world."

Strawberry Hill was bought by Walpole in 1747. The interior decorations and enlargements carried out by him were churchlike in appearance. Some of the mantelpieces are replicas of tombs; another is of inlaid marble, which was worth £300 even in the 18th century.

One ceiling is an extraordinarily fine copy of that in Henry VII's Chapel in Westminster Abbey.

The mansion afterwards passed into the possession of the Waldegrave family. The last owner was Lord Michelham, and the Roman Catholics bought the mansion from Lady Michelham. There are 30 acres of beautiful gardens.

A GIANT GERMAN AEROPLANE.

ALL-METAL JUNKERS TYPE
DESCRIBED.

In systematic development of the aeroplane types first constructed by Prof. Junkers in 1919 Prof. Junkers' Experimental Institute in autumn 1925 constructed the type G31 which at the present moment represents the biggest German overland aeroplane.

The plane is an all-metal construction of corrugated Duralumin sheets. The weight of the two Junkers side motors and the fuel plant have been distributed as far as possible on the wing.

Other particulars of the Junkers aeroplane type 31 are the following:

Total span 30.50 m; Length 16.20 m; Height 4.75 m; Medium width of cabin 2 m. Capacity of the three motors 1200 H.P.; Total Flying Weight 7.7 t; Flying Range with normal tank plant without intermediate landing 1000 km, with a speed of 185 km per hour.

The aeroplane is fitted with an auxiliary plant placed in a special room. It may be used for pure freight traffic as well as for passenger and freight traffic combined. For the latter case arrangements have been made that the passengers are not inconvenienced by the freight. The large dimensions in which the aeroplane is held allowed the possibility of constructing in addition to a very roomy cabin three freight bales and cases is thus quite impossible.

The aeroplane has room for 15 passengers. The space at the disposal of every passenger being several times bigger than at the conditions to which we were used to up to now. The armchairs facing each other in all 3 cabins may be exchanged against two beds lying one on top of the other. Thus the entire aeroplane may be used as sleeping car or ambulance plane.

The first Junkers three-crew aeroplane type G 24 was commissioned for traffic service about 2 years ago. This type which in the meantime has become well-known in the European Air Services, in South America and in Asia—and most particularly by the Flying Expedition of the two Junkers aeroplanes G 24 Peking-Berlin-Peking—is now being succeeded by the large type G 31. The progress in the construction is solely due to the practical experiences made during the last 2 years in the cooperative work between the Junkers Air Service, the Aeroplane Construction Works and Junkers' Experimental Institute.

Itself. That is not the spirit of disarmament.

The way which they are going about it is not an effort to avert war, but to see that when war comes they will get the advantage.

He was not referring to the Naval Conference between America, Britain, and Japan, at which he hoped something would be accomplished, but to the conference which had been going on for months.

"FOOTLING ABOUT" DISARMAMENT.

MR. LLOYD GEORGE AND
LEAGUE OF NATIONS.

Strong criticism of the manner in which the discussions have been proceeding at the League of Nations Conference on Disarmament was uttered by Mr. Lloyd George at Westminster.

For weeks and months, he said, they have been meeting in Geneva, trying to settle disarmament. Allow me to say, as one who knows something about these conferences, that up to the present it has been a case of footling about. One nation has been manoeuvring to get the advantage to disarm the other one, and to retain supremacy

TO ATTEMPT A LONG "HOP."



This shows Flight Lieutenants Carr (left) and Mackworth, who are to attempt a non-stop flight from England to India, discussing the project at Cranwell aerodrome.

Here is the greatest improvement
ever made in Writing Instruments

You cannot begin to appreciate how great the improvement really is until you have actually tried, on your own desk, the Sheaffer fountain pen desk set. Other desk sets are only imitations. Sturdy, fixed sockets hold the gracefully tapering pens, always ready, at an easy angle, for the writing hand to grasp. And the pens, specially designed for desk set use, are the famous Lifetimes—unconditionally guaranteed by the maker for a lifetime.

"Lifetime" pens and pencils in green or black—at better stores everywhere. Blue Label Leads in the handy tin box. Sheaffer's Sharp—successor to ink—makes all pens write better.

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SHEAFFER'S
PENS • PENCILS • SKRIP
W. A. SHEAFFER PEN CO., PORT MADISON, IOWA, U.S.A.

Recuperate
your health in
**Beautiful
JAVA**

Delightful Scenery, Invigorating Hill Resorts, Excellent Sporting Facilities.

Next Sailings from Hong Kong:—

S.S. Tjikarang	28th July	Batavia
S.S. Tjibodas	3rd Aug.	Batavia
S.S. Tjisaroca	11th Aug.	Batavia
S.S. Tjikini	17th Aug.	M'ksar & Java

Special Return Tickets Issued.

For full particulars regarding fares, hotels, motor trips, etc. Apply to—
JAVA-CHINA-JAPAN LIJN.
YORK BUILDING.
Telephone C. 1574.

Two rewards, totalling £1,000, are offered in connexion with the robbery at the flat of Colonel Harry Day, M.P., in Carlisle-man-

sions, Westminster. Cutting a glass panel, the thieves entered by the front door and ransacked every room, taking only the most valu-

able articles, including Mrs. Day's jewellery. A number of valuable pictures were slashed with a knife. The value of the stolen property is estimated at over £7,000.



Add to your Holiday
Pleasures and smoke

Three Castles

MAGNUM CIGARETTES

Also packed in Regular 20's & 50's



4th PROMENADE CONCERT

Under the patronage of H. E. THE GOVERNOR,
SIR CECIL CLEMENTI, K.C.M.G.

THE BAND OF THE 1ST BATTN. THE CAMERONIANS (SCOTTISH RIFLES)

By kind permission of Lieut. Col. E. B. Ferrers,
D.S.O. and Officers.



LEE GARDENS

TO-NIGHT at 9.30 p.m.

Refreshments by Lane, Crawford Ltd.

ADMISSION - - - \$1.00

Service Men in Uniform Half Price.

GRIM WARNING.

EMPHASING ROAD DANGERS.

Boston, Mass., June 22.—Massachusetts, with its strict examinations for driver's license, examination of brakes and compulsory automobile insurance, may be ranked as one of the leaders among states which try to cut the automobile death rate.

But strict enforcement of ordinances designed to see that only cars with proper braking facilities and competent drivers are allowed on the road has been found insufficient by the Registrar of Motor Vehicles, Mr. Frank A. Goodwin in his drive to lower the death rate from automobile accidents.

Something else, it may be called psychology, seemed to be needed. So it is being supplied in weekly doses in such a way that any newspaper reader cannot escape it in this state.

Each week a list of those killed in automobile accidents is compiled by Registrar Goodwin's office and a copy of this list is mailed to the newspapers. They print it with a wide black border and under the heading "In Memoriam."

The list is led by this paragraph: "The Commonwealth of Massachusetts mourns the passing of the following citizens, reported during the week ending — as having lost their lives in automobile accidents."

Then follow the names, ages and residences of those killed, followed by a few words of warning, such as:

"Parents and Teachers: You have a Duty for the Children's Safety. Warn them not to Play in the Streets."

This is psychology such as that used by Ohio "in erecting white crosses along the highways at points where deaths occurred from motor accidents."

WIDOW APPEALS TO THIEVES.

ASKS FOR MEMENTO OF DEAD SON.

An old and smoky bicycle lamp is the only clue the police have to work upon in their hunt for thieves who stole a large number of silver articles from the home of the Dowager Lady Hillington, at Temple House, Waltham Cross, Herts.

More silver than usual was accessible to thieves because on the previous day the Princess Royal was entertained at the house, and all the silver had been cleaned and left on view.

Lady Hillington states that she is most concerned about a missing cigarette box, presented to her son by his constituents when he was M.P. for Uxbridge.

This son, the Hon. Charles Mills, was killed in the war, and Lady Hillington makes a special appeal to the thieves to return the box because of its great sentimental value.

SMALLPOX EPIDEMIC IN FRANCE.

HUNDREDS ILL; HIGH DEATH RATE.

A serious epidemic of smallpox has broken out in 15 departments (or counties) of France.

This news was conveyed to the French Academy of Medicine recently by Professor Jean Camus, one of the most eminent medical men in Paris. The disease is of a very serious type. Hundreds of persons have caught the disease in Paris, Professor Camus states. At one hospital 72 out of 214 deaths were due to it.

Among men the mortality has been about one in three, but in the case of women the death rate is as high as 50 per cent.

There are many more cases among women than among men. It has been established that the infection has been carried to France by immigrants from Northern Africa.

The Academy of Medicine has twice warned the Ministry of Health regarding the serious state of affairs, but apparently nothing has been done.

A commission of inquiry has been appointed by the Academy to draw up a plan for a counter-offensive against the epidemic.

THREE KILLED IN A COLLISION.

MOTOR CAR CRUSHED LIKE CONCERTINA.

Three men were killed in a head-on collision between a motor-car and a motor-cycle on the Birkenhead road at Moreton, Cheshire, recently.

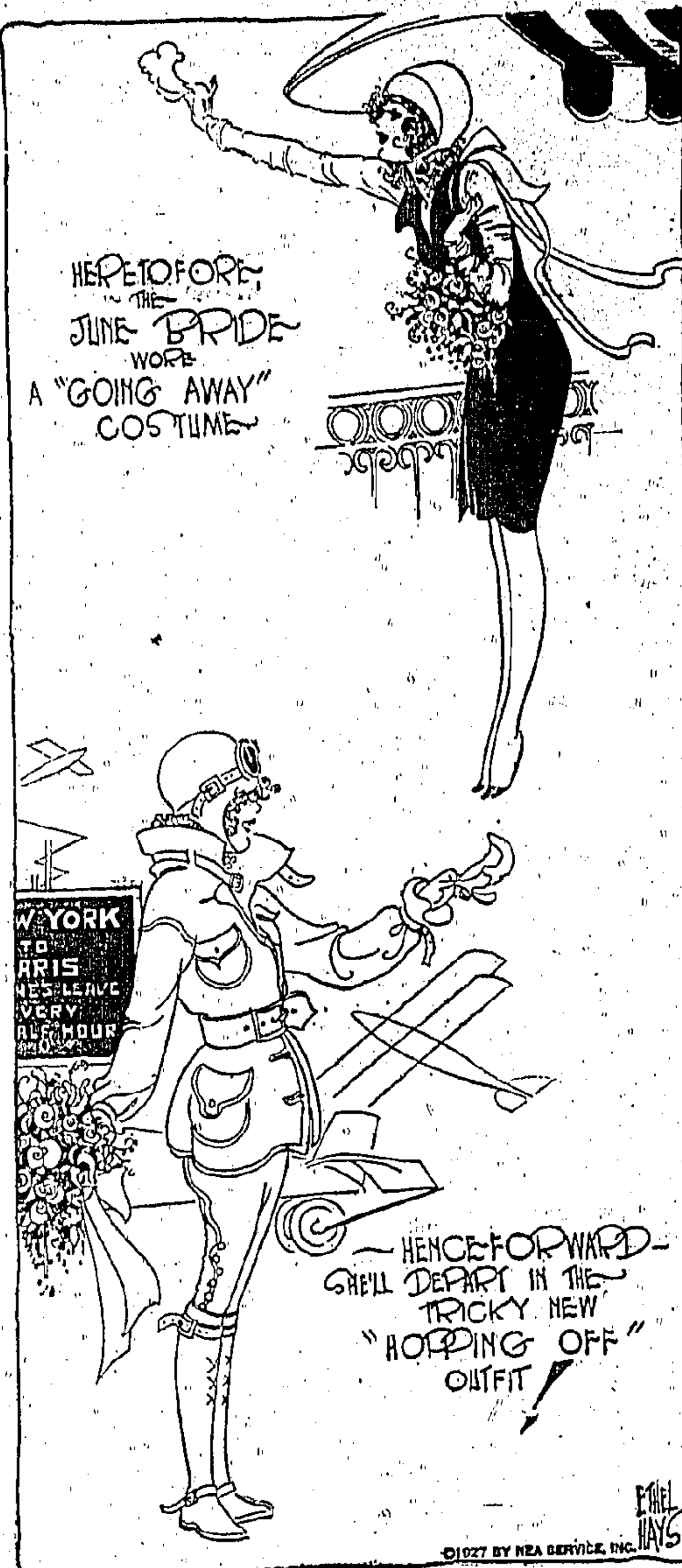
They were Thomas William Davis (42), Albert Road, West Kirby, proprietor of the Green Lodge garage, Hoylake, who was driving the car; Reginald John Wright, of Rodney Street, Birkenhead, who was driving the motor cycle; and Edward Baugh (50), Coningsby Drive, Wallasey, the pillion rider.

People living near the scene of the accident said the noise of the collision sounded like an explosion. Both machines were smashed into a mass of wreckage. The front of the car, including the radiator, front wheels, running board, and bonnet were crushed like a concertina. The motor cycle burst into flames.

The motor cyclists were thrown twelve yards from their machine, and Mr. Davis was found hanging over the side of the car 25 yards away.

Among the names in part two of the Cambridge Mathematical Tripos list, published recently, is that of I. Brodetsky, the undergraduate who was killed in a motoring smash at Welwyn a week previously. He gained the post-humous honour of Senior Optime.

THEN AND NOW.



PAINTINGS SOLD FOR £40,000.

ENGLISH WORKS AT PARIS SALE.

High prices were realised at Paris during the sale of the collection of Mme. de Poles, a well-known art collector and connoisseur.

A painting by Sir Thomas Lawrence entitled, "Portrait of Miss Fitzgerald" fetched £6,000, and £4,000 was paid for a portrait of the Comtesse de Selve by Mme. Labille Guillard.

Other prices realised were: "Les Amours de Psyche et Cupidon," by Borel, £2,000.

Portrait of Charles Coypel, himself, £1,400.
"Le Moulin," by Boucher, £1,000.
"Jeune Fille en Buste," by L. Bonnard, £1,600.

Portrait believed to be L. FitzHerbert by John Hopp, £1,500.

The total for the first day's amounted to £41,000. The sale was to last three days.

A mysterious crater which opened at Bushey, in England, quite ed down after having swallowed up about 3,500 tons of earth in days. The phenomenon, which baffling everybody, including experts, specially called in, appeared to work in fits and starts, with intervals of roughly five to six hours.

Film—Enemy of Teeth

To which modern dental science attributes many serious tooth and gum disorders—

To attain clear white teeth and firm, healthy gums, many authorities are advising this way

SEND COUPON FOR 10-DAY TUBE

they, with tartar, are the chief cause of pyorrhea and most gum disorders. Thus there was a universal call for an effective film-removing method. Ordinary brushing was found ineffective. Now two effective combatants have been found, approved by high dental authority and embodied in a tooth paste called Pepsodent.

Curdles and removes film
Firms the Gums

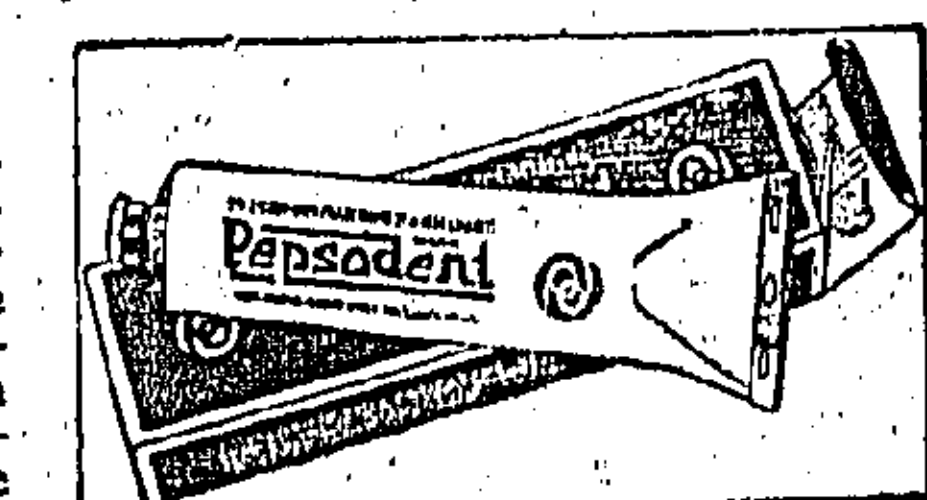
Pepsodent acts first to curdle the film. Then it thoroughly removes the film in gentle safety to enamel.

At the same time, it acts to firm the gums—Pepsodent provides, for this purpose, the most recent dental findings in gum protection science knows today. Pepsodent also multiplies the alkalinity of the saliva. And thus aids in neutralizing mouth acids as they form.

It multiplies the starch digestant of the saliva. Thus combats starch deposits which

might otherwise ferment and form acids. No other method known to present-day science embodies protective agents like those in Pepsodent.

Please accept test tube
To prove results, send coupon for 10-day test or buy a tube—for sale everywhere. Do this now for your own sake.



Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

10-Day Tube Free

W. S. SHERLY & CO.,
Dept. CH7-18, 6 Queens Rd. Central, Hongkong.
Enclose 3 cents in postage stamps for 10-day trial tube of Pepsodent.

Name _____
Address _____
City _____
Give full address. Write plainly. Only one tube to a family.



IN a film that forms on teeth, science has discovered what is believed to be a chief enemy both of sound teeth and of healthy gums—a viscous, stubborn film that ordinary brushing has failed to effectively combat.

Thus thousands who have taken greatest precautions, even from childhood, with their teeth, still are largely subject to tooth and gum disorders.

Many of the common tooth and gum troubles, including pyorrhea, are largely charged to this film. To combat it, a new dental care is now being widely advised as embodied in the special film-removing dentifrice called Pepsodent.

Now an effective film combatant

For years dental science sought ways to fight film. Clear teeth and healthy gums come only when film is constantly combated—removed every day from the teeth.

Film was found to cling to teeth; to get into crevices and stay; to hold in contact with teeth food substances which fermented and fostered the acids of decay. Film was found to be the basis of tartar. Germs by the millions breed in it. And

WHOLESOME
TOOTH-SOME
TRY SOME



WOMAN'S WORLD



WHOLESOME
TOOTH-SOME
TRY SOME



DINNERS AND SUPPERS.

A DISCOURSE ON THESE TWO MEALS.

WHICH DO YOU PREFER?

"Dinners," said Miss Evelyn Laye, "when I am not acting they are often a nuisance, and just now they hardly exist. Except on Sundays, actresses don't dine in the ordinary way. Really our before-the-show meal is a non-script one. 'Little to eat and much to say,' someone once described the evening meal of a celebrated actress. You can easily understand that we cannot sing and dance on top of a five or six course dinner. Most actresses, I think, eat cutlets, or else sole and a little fruit."

"But if you want to know what I think a delightful summer dinner on Sunday night for a gala occasion, the menu would be something like this—"

"Melon; cold consommé (so good that it is in a jelly); blue trout; sweetbreads en surprise; slices of chicken à la pic; strawberries, served with the sugar and cream separately, so that you do not lose the taste of the strawberries by having too much cream; coffee."

"I can give a good recipe for sweetbreads. Here it is:—"

Sweetbreads En Surprise.

"Take a pair of sweetbreads, blanch them, take away the fat and pick them into small pieces and stew very gently in stock until quite tender. Drain thoroughly and place in a basin. Add some chicken or veal cut into tiny pieces, with a small bottle of truffles, quarter pint aspic jelly, quarter pint whipped cream, and a little pepper and salt. Stir together and heap in a dish with a surround of jelly and cucumber."

Supper the Best Meal.

"Suppers?" said Miss Margaret Bannerman. "Well—for the actress they are the best meal of the day. They come when work is over, the best or the worst has been faced, and there is a prospect of bed and sleep! I'm an enthusiast about sleep, by the by! Everything the poets have ever written about it is deserved! I cannot understand the people who feel that the hours spent in bed are just wasted, although I suppose I have my share of the modern desire to get as much out of a brief life as I can."

Something Unusual.

"However, about supper! Most stage folk, having had little or no dinner, are ready for a good meal, and most stage folk love variety, so that the ordinary set menu of a restaurant does not appeal to them; they like a maître d'hôtel who will suggest something a little different—halfcock instead of sole, slices of duck with a new sauce, a plain lettuce salad with vinegar instead of salad dressing, a little rice soufflé instead of an elaborate sweet."

"But the best supper of all is one made for you at the house of a friend or at home, and if you are very tired a supper of childish bread and milk, eaten in bed, is just perfect."

"I think my ideal supper would be:—"

An Ideal Supper.

"Tomato soup with croutons and cream or cream tapoca. Slices of cold lamb which have been covered with thick aspic jelly and served

REFRESHING SUMMER DRINKS.

ICED TEA AND COFFEE.

Iced tea or coffee is a very pleasant addition to your refreshments for summer entertaining. Prepare them this way. Use Ceylon tea and prepare a strong brew, but let it infuse just long enough to extract the flavour without the tannin. Strain, cool, sweeten and place upon ice. To serve, place a little finely crushed ice in the glasses, fill, add a little lemon juice and a thin slice of lemon to each.

For iced coffee, use freshly roasted and ground coffee and prepare in the usual way. Strain and sweeten and set aside. When cold, add some slightly whipped cream and place in the freezer until the consistency of cream. Serve in tall glasses with straws. The following proportions will be found good:—2ozs. of coffee, 1 pint of boiling water, 2ozs. of sugar and a gill of cream.

NEW BED LINEN.

The exclusive craze for coloured silk sheets has certainly died, but it was a fad which has popularised coloured bedwear. Tinted linen is the latest material to be employed. It has the advantage of crispness which somehow seems so necessary in a well-regulated bed.

Another new note is the preference for bright tones such as strawberry, yellow ochre and duck's egg blue. A slight relief is found in bright linen binding with a criss-cross design of narrow white bands. There are matching pillow slips and bolster cases, and the bedspreads are made large enough to touch the floor.

The conservative followers of pure white wear have novelties to choose from. Lace insertions are beautiful, but they are expensive and not very practical, a far more durable idea being delicate insertions of hemstitching in which intricate patterns of flowers and leaves may be traced.

PERFECT BISCUIT BARREL.

Humanity is divided into three classes: those who hate biscuits, those who fancy an occasional biscuit to stave off pangs of hunger, and those who frankly and greedily adore biscuits at all times of the day and frequently in the night.

But the three species are welded by the common need of an airtight, perfectly biscuit barrel, which will keep its contents crisp and fresh until the last crumbs are thrown to the birds. Their needs have been provided for by the latest invention, an airtight lid that is fitted on to a biscuit barrel of stout zinc or china. There is nothing to denote the difference of this new design of barrel from the old until you remove the lid, which has springs and is lined.

THIS WEEK'S RECIPE.

BAKED APPLE CUSTARD.

Required: 1 cup of apple pulp, 1oz. butter, sugar to taste, 1 cup of milk, 2 eggs.

Stew the sliced apples, with the grated rind of a lemon and sugar to taste. Allow the apples to become very soft, when beat to a pulp with a wooden spoon. Add the butter, the milk and the lightly beaten eggs, and mix thoroughly. Pour the mixture into a buttered pie dish, grate a little nutmeg over the top and bake in a slow oven till set. Take great care not to let the mixture boil, or it will certainly curdle.

with cold new potatoes boiled with a lot of mint. Egg caramel. This is a simple meal which can be prepared some time before-hand and is easily digested.

"Here are the soup recipes:—Clear Tomato Soup.—One pound of tomatoes cut in slices and simmered gently in a quart of good stock, well flavoured, for an hour. Strain through muslin, reboil just before serving, and give each person a largish fried crouton piled with whipped cream to eat with it. Cream Tapoca.—Take a pint of good veal stock and drop into it two tablespoonfuls of fine tapoca slowly while it is boiling. Boil hard for 15 minutes, and then add half a tumbler of partly whipped cream, and whisk until it froths. This should be served up very hot in cups."

UNEVENNESS IS MOST CHIC.

SYMMETRY ABANDONED THIS SUMMER.



Modest silhouette, round neckline, graceful drape, baby train and soft purple spell "Violet."

These enervating summer days tend to make one forget time and budget schedules, so summer modes in dress seem to abandon symmetry for the time being. Looking over the latest arrivals from Paris I am struck with the slant there is on the mode—one-sided treatments, lop-sided neck themes and so on.

The uneven thing seems the chic thing at the moment. Necklines, hems, skirt treatment—it is all the same. Symmetry has been lost in original, odd, one-sided inspirations.

Violet, the name of the little frock on the left takes its name from its delicate colouring as well as the modest mode which gathers a tiered skirt into a left side drape and allows the ends to form a one-sided train. Its neck is rounded girlishly in the front and only slightly lower in the back. It is sleeveless. No trimming of any kind is needed for a filmy, flowered chiffon of this type. Its big splashy though soft coloured pattern is decoration enough for the young girl whose beauty will be enhanced by such a simple, but flattering modish gown.

Black lace is now quite the thing for evening wear when a print is not used. The dress shown has a yoke, and a square one at that. It also has a tiered skirt with daisies forming the top tier by clever applique work on black chiffon. It has a rounded hem-line and the front and back slightly longer than the sides. And lastly it has a unique form of applique design on one side of the bodice, just a bunch of daisies cut out and applied. The black lace forms the bottom tier and yoke. An entire slip of black chiffon forms the foundation of the whole dress.



Chic comes by smart yoke, tiered skirt, and original applique work to this black lace and print frock.

A BRIGHT CONVENIENT WORKROOM.

LIGHTEN YOUR HOUSEHOLD SEWING.

If you are to have a workroom, choose a bright and pleasant one. Light tone colours on the walls—especially cream or pale yellow—always makes a room lighter. The woodwork may be painted white or cream, or some pastel shade contrasting with the wall colour.

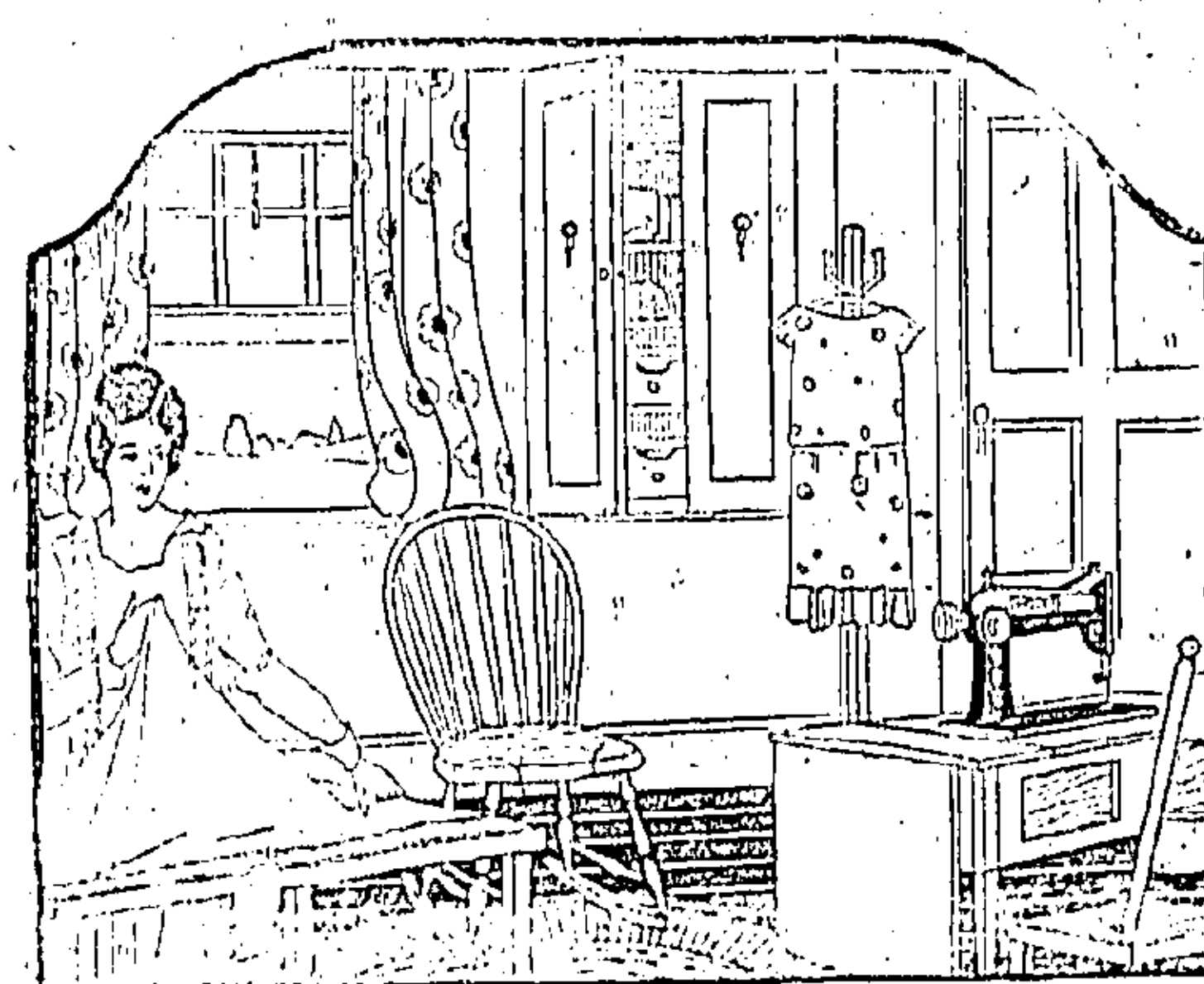
Furniture in dainty, cheery shades will turn a sewing room into a charming little place indeed. And the various pieces may be decorated with stencilled designs, either conventional or floral, or with decalcomania transfers. There should be a cutting table and a straight chair, a low armless rocker, a hat tree on which to hang garments still in the making, and of course a sewing machine.

Built-in Closet an Asset.

A built-in closet equipped with shelves and drawers is a sewing room asset. On the outside it should match the woodwork, but a bright contrasting colour on the inside is very effective.

Pleasing Pictures.

The plain but bright walls will furnish the right background for a few pleasing pictures. Narrow window drapes of gaily coloured or flowered cretonnes or chintz



A bright corner of the work room.

will be sufficient curtaining since it is desirable to admit as much daylight as possible. And it will be to have small cotton rugs from which dropped scraps and threads can easily be shaken.

In such a pleasant room the task of keeping your clothes wardrobe

replenished will no longer seem a drudgery, but a pleasure. If you like a few comfortable chairs or a bed couch covered with a pretty cretonne would turn the room into a sort of sitting-work room where you would not be ashamed to entertain your friends.

V-SHAPED NECKLINES.

FOR THE WOMAN WHO WANTS TO LOOK SLIM.

So few bulky people realise how marvellously slimming the V-shape neckline is. Even at the back of a stocking heel it gives a better outline to the ankle. Next time you think of investing in new stockings, make a point of buying stockings with V-shaped heels. You will find that they will wear better than the ordinary stocking and the appearance of your ankle will be greatly improved. They are now to be bought in all shades at practically the same cost as other kinds of stockings.

A famous designer of women's dresses, Lelong, made most of his gowns with V-necks, this year. He carried out his designs in colours and materials that helped to achieve the slim effect that is still so fashionable. If you do not like the V-neck you can obtain practi-

LARGE OR SMALL HATS.

YOU CAN TAKE YOUR CHOICE.

When the question of hats comes up one may have a feeling of indecision. Experts insist that we are going to wear wide-brimmed models almost exclusively, and yet the most famous, certainly the most influential, milliner in the Rue de la Paix is showing close-fitting models which look like aviator helmets glorified. She is showing these "almost exclusively."

Depends on the Dress.

Personally, I never for a moment had any doubt about the spring and summer

really the same result by having a small yoke cut in the V-shaped line attached to a bodice with tiny pin tucks arranged in the front. This helps to give the necessary fullness that is so essential to comfort in the summer.

Shoulder Flowers to Go to Hat Brims.

When summer comes we shall find the shoulder-flower mounted on the hatbrim, whether the model be large or small.

VILLIERS.

WHEN YOU PLAY TENNIS.

HOW TO KEEP COOL.

Don't use anything but a good liquid powder when dressing for tennis, and before applying it dab the skin over with a little orange flower water. Take a piece of cotton-wool, saturate it with the orange-flower water, and pat the liquid into the skin. This keeps the face delightfully cool, and gives a fresh dainty perfume to the skin. Liquid powder put on after this "preparation" will last for the whole afternoon, no matter how hot the sun or exciting the game.

It is a good plan to apply a coat of liquid powder to the arms as well as the face and throat, especially if you are one of those who freckle easily, treating them exactly the same as the face, for the orange water and powder form a protection from the sun and prevent an unbecoming crop of freckles or a patch of red sunburn.

The Hair.

Brush a few extra drops of brilliantine into the hair, for it will not only give it an extra gloss but will prevent the sun from scorching the colour from fair or golden hair.

Whether you wear a bandeau or a Helen Wills 'eyeshade' must be left to your own taste. Those who burn and freckle easily will be wise to adopt the eyeshade. For the others the bandeau is perhaps the more becoming.

FOR PICNICS.

The neatest and least cumbersome picnic equipment now being introduced is a small dispatch-case fitted with a vacuum flask, drinking cup and a large tin divided into sections for sandwiches and other viands. It takes up little space and is so easily carried.

Enormous thermos jars and flasks in aluminium are ready for 'raco' luncheons and family river parties. Large containers for hot pies and vegetables, iced or hot puddings, fruit salad and butter, are made on the vacuum principle, so that solids as well as liquids are kept at the required temperature.

Vacuum flasks are now being made unbreakable. They are of steel, lined with porcelain enamel, and can be thrown down or knocked over without fear of the consequences.

A nest of tumblers, plated or in white enamel, in a neat leather case, only occupies the space of one.

Grease-proof cardboard containers of the same type as cream cartons are obtainable in all sizes.

BOUQUETS FOR THE BRIDE.

THE NEW CRESCENT SHAPE.

A new design for bouquets this season is one made up in the shape of a crescent. "It is made in this shape in order to reveal the frock on which it is carried," said a florist in Piccadilly who specialises in this sort of work.

A Useful Fillet.

"Another novelty this season is the Victorian posy bouquet mounted on a feather-trimmed 'back' in which is a small pocket to take a handkerchief."

"We still sell a great number of Victorians posies. I think their popularity is due to combining flowers of many colours, because a multi-coloured bouquet can be carried with practically any dress, whereas a single coloured one must match the frock or make an artistic contrast."

A Demand for Lilies and Roses.

"Brides frequently choose delicately coloured bouquets in preference to white. Roses and lilies of the valley are favourite flowers for young brides and orchids for the older women. Tissue ribbons tie the majority of bouquets."

Gold-Coloured Bouquets Popular.

"Golden bouquets look very lovely in artificial light and we have had many orders for sheaf-shaped bouquets in which golden irises and tulips are mixed."

"Modern bouquets are very light in weight. The loosely mounted sheaf designs are so much more graceful than the heavy bunches of years ago."

BEAUTY WHEN BATHING.

HOW TO LOOK YOUR BEST IN THE WATER.

MULTI-COLOURED COSTUMES.

The newest regulation swimming suits have none of that strictly utilitarian look, although they are every bit as practical as their predecessors. It is possible, for instance, to have a cosy all-wool suit, with or without a skirt, embroidered all over in multi-colours in a check design. For those on the large side there are box-pleated, belted models, not unlike a girl's gymnasium uniform.

For the Slender.

The smart and slim can wear a plain white top with a belt low on the hips and abbreviated trousers in orange, bright blue or jade green. The not-so-slim can choose black tops and gay coloured trousers. This is a two-piece, and the second garment is a sleeveless coat with embroidered fronts.

More "Swimmers."

Another swimmer on the same principle is provided with a skirt—a tiny meagre thing that won't hamper the leg strokes—but excessively smart for all—or, perhaps, because of its brevity. The very up-to-date bather will like the harlequin effect, with its four squares—two black and two coloured—which, at a distance, gives the bather the appearance of a medieval page in a Tabard. The luxurious, of course, select silk, or silk of the synthetic variety, made in gorgeous colours and a non-ladder weave.

Heads—and Feet.

Caps have never been more becoming nor more varied. There is anything and everything, from the submarine swimming helmet to those caps with ruffles at the sides, flowers over the ears, tufts on the top, and taking little bathing squares of rubberised silk which are arranged so that the ends hang saucily down over one shoulder. And shoes? Well, they are equally diverse and equally attractive.

YOUR CANE GARDEN CHAIRS.

In bringing out your cane garden chairs, have you found them split and spiky, so that sharp pieces of cane are liable to tear your summer frocks? If so, buy a spool of adhesive tape such as is sold for first aid purposes. It will bind up the splintered cane and keep in position without any trouble, and can hardly be seen. If the furniture is coloured a little paint will make the tape match.

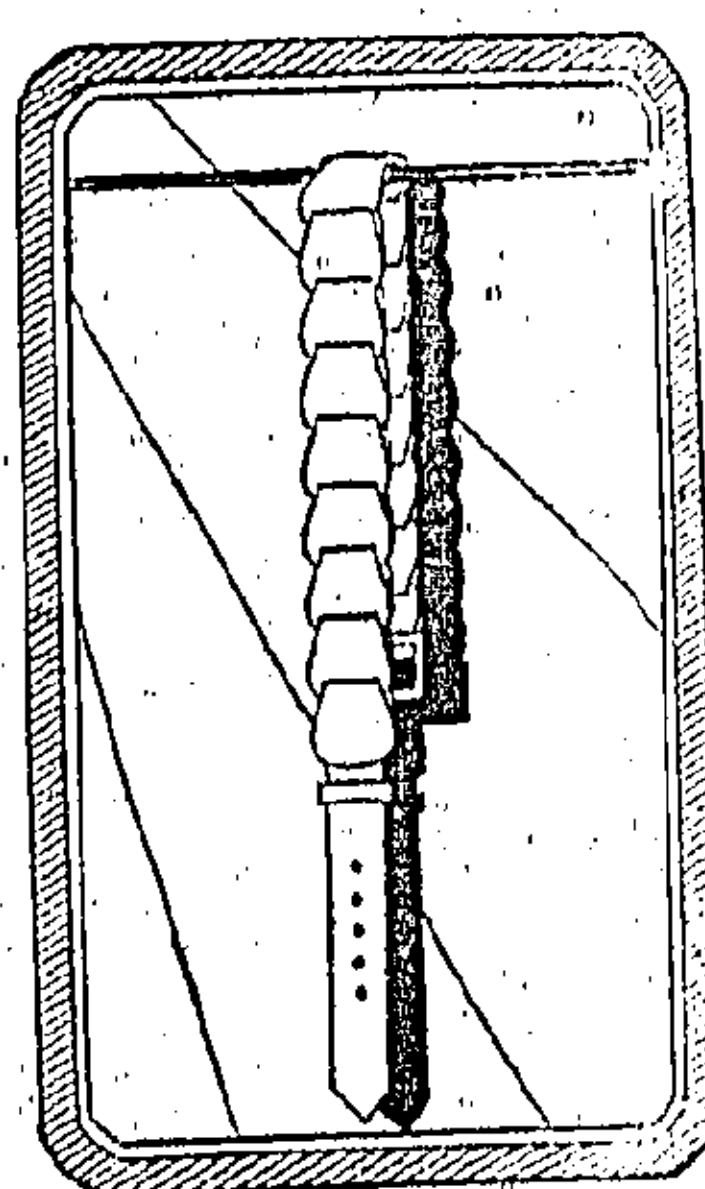
Newspapers and magazines have to find a temporary resting place, however much in our hearts we hate the average paper rack. A really graceful piece of furniture, however, is the alternative. It stands just at a convenient chair height, and the spindly racks are supported on cabriole legs. It is not a dust collector, and the design is such that it would be impossible to stuff it to overflowing.

FLOWERED STRAPS.



A smart gold kid sandal has front straps of embroidery bordered in brightly coloured silks.

CHAIN BELT.



One of the smartest for men belts is this of natural pigskin made in interesting chain effect.

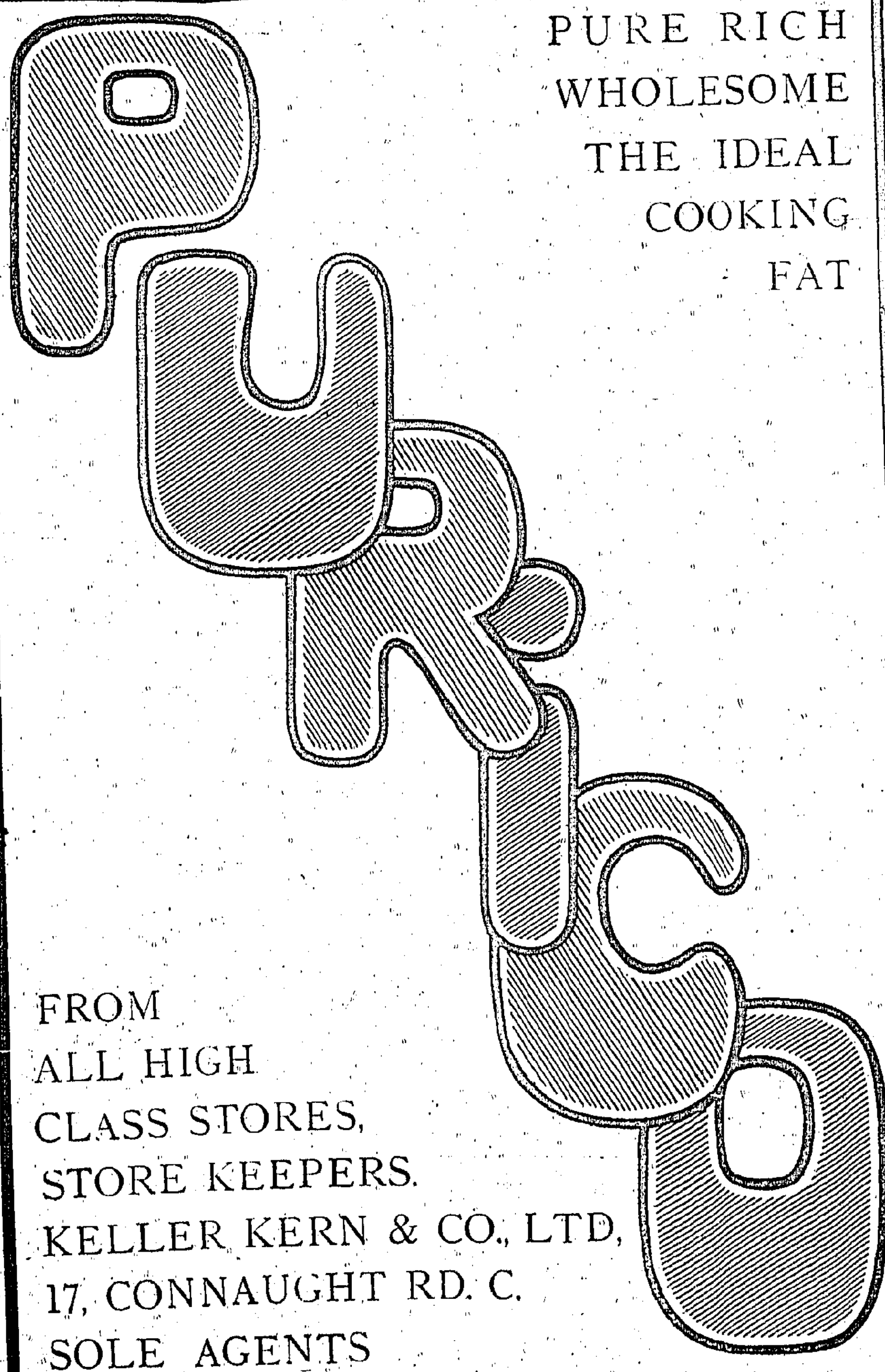
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SOLE AGENTS

HUNT FOR ESCAPED PRISONERS.

CLIMB THROUGH POLICE COURT ROOF.

Three prisoners—two or them deserters from the Army—escaped from the police court at Gravesend last month by smashing through a thick glass roof.

Gunner Sullivan, of Woolwich, was outrun in the street and recaptured by a court constable, but Gunner Thomas Davis, also of Woolwich, and Arthur Leslie West are still being hunted by police in motor-cars and on cycles.

The men are believed to be riding stolen bicycles, as two machines were reported missing soon after the escape.

During the sitting of the Court a sound of crashing glass was heard from the cells, and it was found that the men had disappeared from the corridor where they had been waiting after they had been dealt with.

Gas Pipe Climb.

It was found that the hanging hinged flap of one of the cell peepholes had been wrenched off. Apparently one of the men clambered on to a window-sill, pulling the other two up after him.

From here they climbed up some gas pipes and succeeded in clambering on to a water cistern immediately under the thick flat glass roof.

Then, using the iron hasp of the peephole as a handle, they smashed the glass and, scrambling through, found themselves on the roof at the rear of the cells, from whence they slid down to a side alley.

During the afternoon the police received a telephone message that the two escaped men were believed to have been seen on the Watling-street-road. They were said to be riding bicycles and hanging on behind a motor-lorry travelling towards London.

Another report stated that the men had also been seen on the top of Strood Hill making towards London.

BLUE RIBAND OF ART FOR AUSTRALIA.

YOUNG BRISBANE ARCHITECT WINS ROME PRIZE.

For the first time in its history, the Blue Riband of Architecture has been won by Australia.

The Rome scholarship for 1927 has been awarded to Mr. Robert Percy Cummings, 26, a native of Brisbane, who came to this country with a "Wattle League" architectural scholarship. He also won the Archibald Dawson scholarship of the Royal Institute of British Architects.

The Henry Jarvis studentship goes to Mr. Harold Thornley Dyer, 22, a native of St. Austell, Cornwall, and a student of London University.

Winner of the Rome scholarship in engraving, Mr. Frederick G. Austin, 25, follows in the footsteps of his brother, Mr. Robert S. Austin, who gained the award in 1922. A native of Leicester, he studied at the Leicester College, and at the Royal College of Art.

The scholarships are worth £250 a year for two years, and are tenable at the British School at Rome.

A NEW GERMAN PET.

POPULARISING THE CAT CULT IN BERLIN.

The spectacle of a cat, two squirrels, three rats, and a sprinkling of chickens living in harmony together in a cage at the first cat show ever held in Berlin, has caused a writer in one of the more acridly pessimistic Nationalist papers to hope that, after all, something may yet come of Locarno. The show, apart from a certain catholicity of exhibits, is itself something unique for a country that has hitherto looked upon the cat as a creature made to earn its living by catching mice in the cellars of concierges and night-porters. This is an effort to popularise an animal whose habits do not suit a nation of flat-dwellers in circles which have hitherto refused to notice it—the great mass of the middle and lower classes.

Only a few members of the fashionable and artistic sets of Germany's great cities have as yet acquired beautiful specimens; the majority of the exhibits have come from other countries.

But the really interesting exhibits for cat-lovers of other countries are the types proudly shown by Germans themselves. These would certainly have had no chance of an entry in any cat-fancying country. Here is the mother, quite undistinguished in appearance, of one "Peter," who could talk in so human a fashion that he appeared at circuses and said "Hallo," instead of "Meow," quite distinctly. Peter died a short while ago, but his throat and vocal chords are here, preserved in alcohol. But the animal who will do most to popularise his species is not alive at all. It is the stuffed black and white one who refused all food when his master died, and died of grief and inanition in little more than a week afterwards, a fact attested to by certificate.

£3,000 DAMAGES FOR JOCKEY'S FAMILY.

KILLED WHEN EARNING £10,000 A YEAR.

The death of Michael Tighe, the steeplechase jockey, in a motor accident on the Brighton road on December 16 last, was recalled in the King's Bench Division in mail week, when his widow obtained £3,000 and costs in settlement of her action for damages.

Mrs. Mabel Tighe, the widow, of Southcourt-road, Worthing, brought the action on her own behalf and behalf of her five children.

There were five defendants:

Robert Leach, of Florence-road, Brixton; William Goff, of St. Lawrence-avenue, Worthing; Reginald Parsons, of the Central Hotel Garage, Worthing; John de Vere Naughton, of Bulkington-avenue, Worthing; and Arthur Soar, of Westdown-road, Catford.

Mr. Thorne Drury, K.C., for the plaintiffs, said at the time of his death Tighe was earning over £10,000 a year. The action had been settled on an agreement that Mrs. Tighe would receive £1,500 and the remainder would be invested for the children.

Each of the defendants had agreed to pay a certain amount, and his lordship made an order accordingly, the money for the infants to be paid into court.

GIFT TO UNIVERSITY COLLEGE.

GRANTS FOR MEDICAL SCIENCE.

Further gifts, totalling £113,178, have been made by the Rockefeller Foundation to University College, London. The gifts comprise:

£25,000 for the endowment of the Department of Pharmacology; £93,178 to form a further endowment fund for the Departments of Anatomy and Physiology.

The large amount is a supplementary gift to that of 1921. Both gifts are towards the £500,000 fund being raised in connexion with the centenary of the college, to meet urgent needs for further endowment, and for buildings and equipment.

On June 18 the total was £117,440, which included about £43,000 contributed by past and present students.

The Senate and the University College Committee have adopted resolutions expressing their appreciation of the action of the Foundation.

It will be recalled that a munificent grant from the Rockefeller Foundation in May this year was responsible for London University securing the Bloomsbury site for its new home.

A limited grant was made by the Government but the Rockefeller grant, while not officially disclosed, was stated to be between £300,000 and £400,000.

In 1923 the Foundation gave £1,200,000 for new buildings, equipment and endowments at University College Hospital.

GOLF BY LAMPLIGHT.

PLAYER BEATS ENDURANCE RECORD.

Playing throughout the night by the aid of acetylene lamps, Mr. W. Bruce Sutherland of Edinburgh, has beaten the golf endurance record set up by Mr. H. B. Lumsden in June 1910.

Mr. Lumsden started at 2.20 in the morning and completed 12 rounds of Balgownie course, Aberdeen, finishing at 9 a.m. after playing 216 holes.

Mr. Sutherland, at Craiglockhart, started at 8.15 in the evening and played for 23½ hours. In this time he completed 14 full rounds—252 holes—beating Lumsden's record by two rounds.

480-MILE RACE ON FOOT.

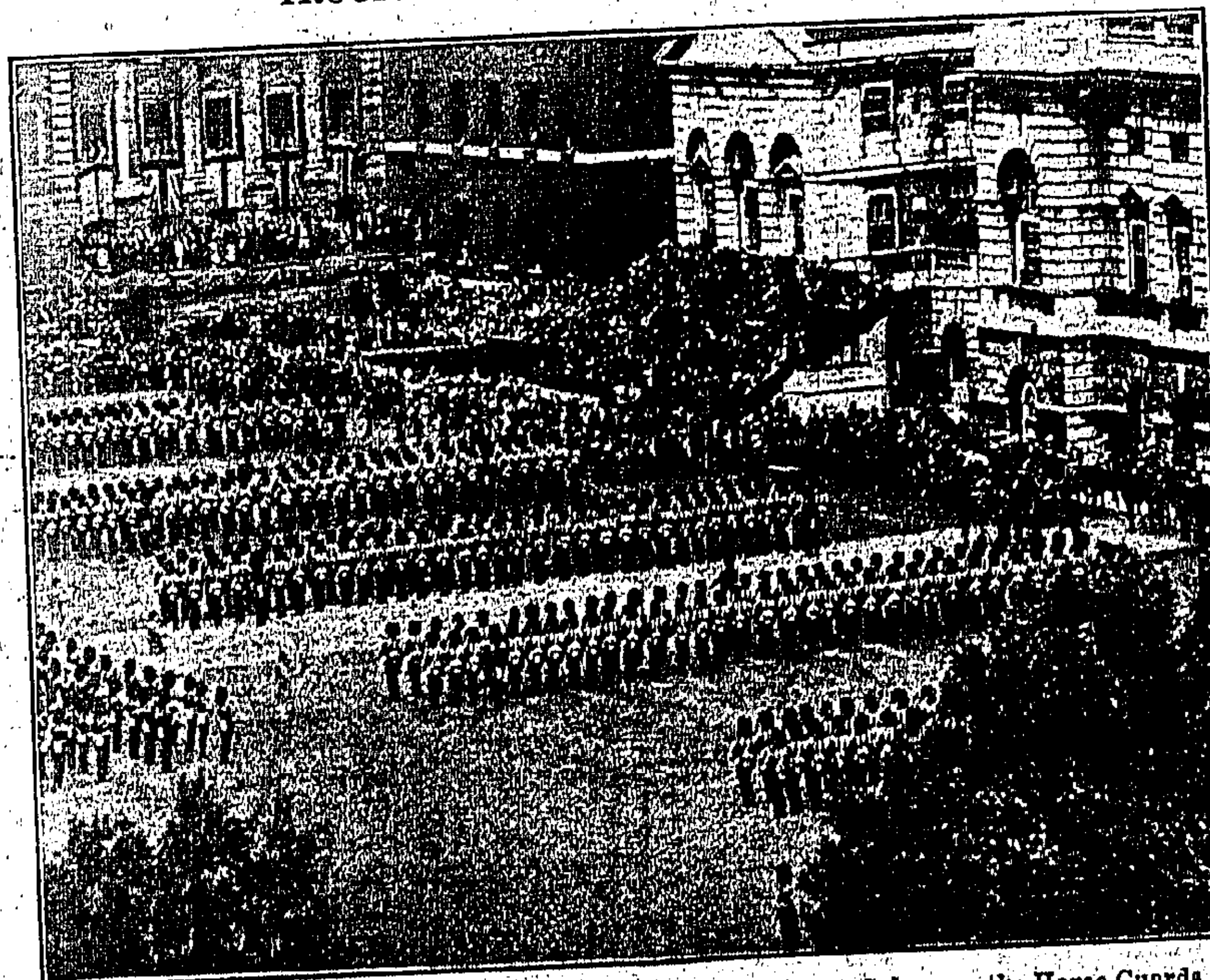
"MAD BULL" WINS BY TEN MILES.

"Mad Bull," a Karook Indian runner, finished the Redwood Highway Marathon of 480 miles ten miles ahead of "Flying Cloud," his nearest rival, and 30 miles ahead of "Melika," a Zuni Indian, who finished third.

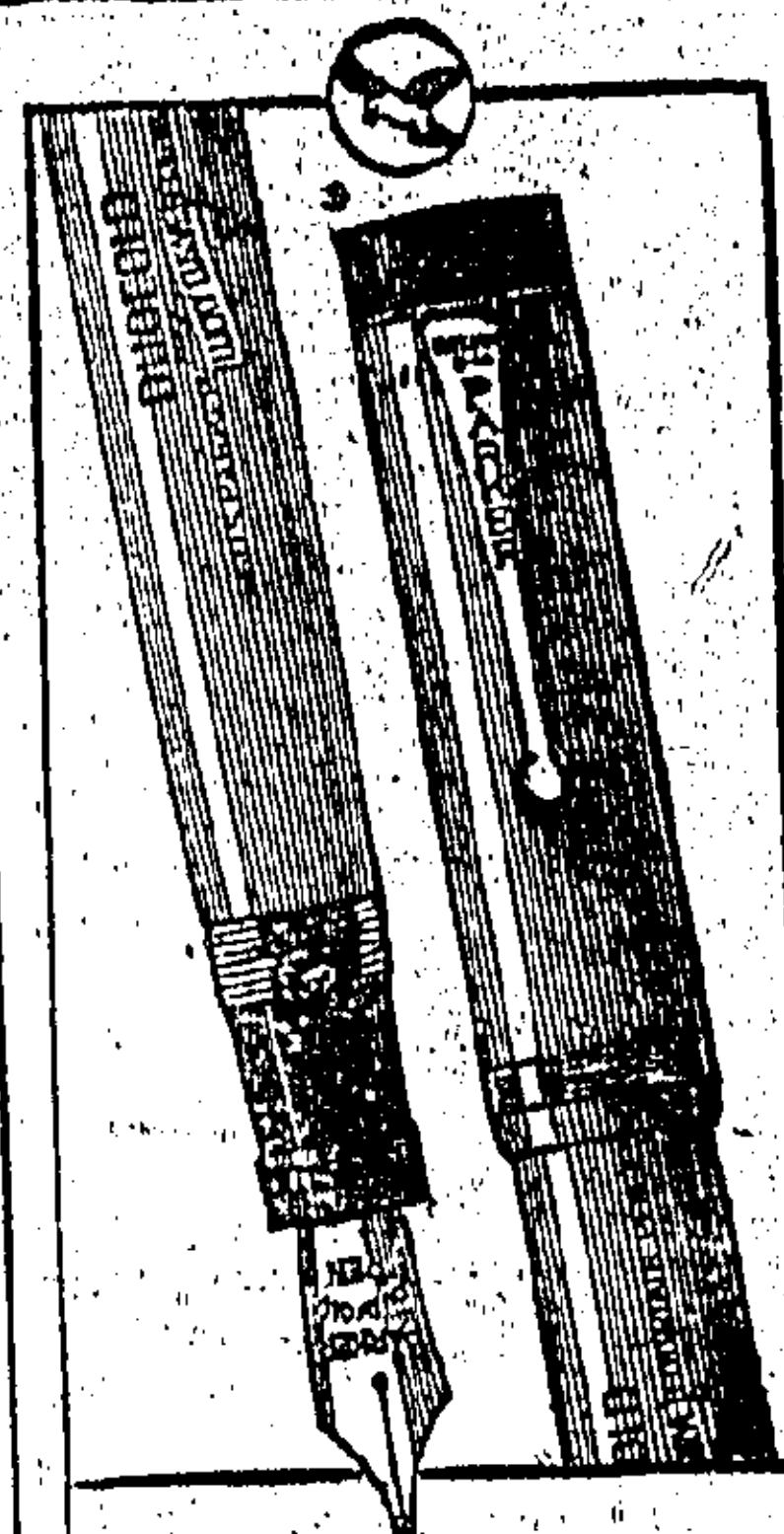
"Mad Bull" thus wins the prize of £200.

The runners left San Francisco on June 14. Of the 11 original starters four fell out on the way. "Mad Bull" was in the field for 182 hours, but some of this time was spent resting.

TROOPING THE COLOUR IN LONDON.



A general view of the impressive ceremony of Trooping the Colour on the Horse Guards Parade, on the occasion of the King's Birthday.



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Aug. 10	Seattle	Olympic	Sept. 17	C'burg-S'hmptn Sept. 23
Aug. 16	San Francisco	Berengaria	Sept. 21	C'burg-S'hmptn Sept. 27
Aug. 24	Seattle	Homeric	Oct. 1	C'burg-S'hmptn Oct. 7
Aug. 30	San Francisco	Aquitania	Oct. 5	C'burg-S'hmptn Oct. 11
Sept. 7	Seattle	Mauretania	Oct. 16	C'burg-S'hmptn Oct. 21
Sept. 13	San Francisco	Olympic	Oct. 22	C'burg-S'hmptn Oct. 28
Sept. 21	Seattle	Berengaria	Oct. 29	C'burg-S'hmptn Nov. 4
Sept. 27	San Francisco	Homeric	Nov. 2	C'burg-S'hmptn Nov. 8
Oct. 5	Seattle	Aquitania	Nov. 12	C'burg-S'hmptn Nov. 18
Oct. 11	San Francisco	Mauretania		

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PRESIDENT HARRISON ... Tuesday, Sept. 13th 6.00 a.m.
PRESIDENT MONROE ... Tuesday, Sept. 27th 8.00 a.m.
THEREAFTER FORTNIGHTLY SAILINGS ON TUESDAYS.

TO MANILA.

PRESIDENT MADISON ... July 25th, 6.00 p.m.
PRESIDENT POLK ... Aug. 2nd, 8.00 a.m.
PRESIDENT PIERCE ... Aug. 2nd, 6.00 p.m.
PRESIDENT JACKSON ... Aug. 8th, 6.00 p.m.
PRESIDENT ADAMS ... Aug. 16th, 8.00 a.m.

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SHANGHAI via Swatow	Chaksang	Mon. 25th July at	10 a.m.
TSINGTAU Swatow & S'hai Hangeang	Wed. 27th July at	10 a.m.	
SANDAKAN	Mausang	Wed. 27th July at	3 p.m.
STRAITS & Calcutta	Laisang	Thurs. 28th July at	3 p.m.
TSINGTAU Swatow & S'hai Yatsing	Sun. 31st July at	10 a.m.	
OSAKA via Amoy, S'hai, Moji, Kumsang	Tues. 2nd Aug at	7 a.m.	
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SANDAKAN	Hinsang	Fri. 5th Aug at	3 p.m.
STRAITS & Calcutta	Hosang	Satur. 6th Aug at	3 p.m.
TSINGTAU Swatow & S'hai Waishang	Sun. 7th Aug at	10 a.m.	
Kobe via Amoy, S'hai, Kumsang	Wed. 10th Aug at	7 a.m.	
Moji & Yokohama			
STRAITS & Calcutta	Fooksang	Fri. 18th Aug at	3 p.m.

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DARING ROBBERY AT TIENTSIN.

VALUABLE FURS STOLEN IN
EARLY MORNING RAID.

A daring robbery by a gang of Russian undesirable characters carried out in the British Concession at Tientsin was followed by equally smart captures by the British Municipal Police.

Between 2 and 2.30 a.m. three Russians hired a motor-car from a local garage and drove to the premises of Messrs. Jess and Co., 19-20 Council Road, where they broke into the fur stores.

The main gate was locked but the small iron wicket in this was unfastened. The robbers went into the alleyway and got into the main premises by breaking three different locks with an iron bar. In the fur-dressing room in the third storey they found a large quantity of valuable furs and they proceeded to help themselves to as many as they could carry.

Five Russians Arrested.
They took away a considerable number of black and white skins, moultons, etc., to a total value of about 2,700 and getting them downstairs pushed them in bundles through the wicket gate and loaded them into the car. They then took them to a house in Li Ching Li near the Dickinson Road Post Office where they stored them.

The motor-car was traced, a skin being found in it, and the driver was apprehended. From the information thus obtained the stolen property was traced to the house in Li Ching Li and the three men arrested. Later in the day a fifth man was arrested on a charge of being implicated in the affair. All the men are Russians.

In the house the stolen furs were found packed away in various places, some in box, some under a bed, while a wardrobe was stacked with the skins from top to bottom.

THE CHINA SOCIETY.

LONG LIST OF RESIGNATIONS.

According to the report of the Council of the China Society for 1926-27, which has just been published, the past year has been a fairly prosperous one. Fifteen new members were elected, but unfortunately the list of resignations is the longest yet recorded; and there is reason to believe that many of them are directly due to the unhappy state of things in China. As the report says, remarks the *China Express and Telegraph*, one can only deplore such an illogical and short-sighted manner of expressing resentment. The China Society is strictly non-political, and, to quote from the founder's original circular, "it should be her aim 'to promote the spirit of national friendliness and goodwill' in order to hasten the day of reconciliation between two great peoples."

Happily a decrease in expenditure counterbalanced the lower total of subscriptions, and the Society was enabled to start the current year with a balance of funds in excess of that of any previous year. Prof. Hu Shih (now back in China), Prof. Paul Pelliot, Lady Hosié, Miss E. D. Edwards, M. A., and Dr. Herbert Chatley contributed to a most interesting session with lectures on China, while further lectures on the same engrossing topic given to Rotary Clubs during the winter by Prof. Bruce, Mr. Burt, Mr. Clennell, and the Rev. Mr. Currie Martin were much appreciated.

The Council's Tribute.
The Council in its report pays the following tribute: Among the nine members who have died during the year, Mr. Byron Brennan took the most prominent part in the work of the Society. It is, of course, well known to all that it was owing to his efforts that the

GERMAN LOAN.

AMERICAN BANKERS TO
FLOAT ONE.

New York, July 22.
The *New York Times* understands that a credit of from \$25,000,000 to \$30,000,000 has been arranged by a group of New York bankers, headed by the International Acceptance Bank as a result of the visit of Dr. Schacht, the president of the Reich Bank to the United States.—*Reuter's American Service.*

SLAUGHTER OF NICARAGUANS.

WITHDRAWAL DEMANDED.

Washington, July 22.
The Labour Congress has passed a resolution demanding the withdrawal of the American forces at Nicaragua.—*Reuter's American Service.*

Society was brought into being in 1906. But his claim to our affectionate remembrance does not rest merely on the initial impulse which he provided for several years the whole of the work connected with the Society, both secretarial and financial, was cheerfully undertaken by him without fee or reward; and even after he had resigned the Secretaryship, it can be confidently asserted that no single member did so much as Mr. Brennan in keeping the Society alive. The most modest of men, he could never be prevailed upon to deliver a set lecture, and it is a matter for regret that his intimate knowledge of China and Chinese affairs is not embodied in one of the Society's publications; but his admirable little speeches, full of agreeably pungent wit and humour, enlivened many a discussion, and will always live in the memory of those who were privileged to hear him.

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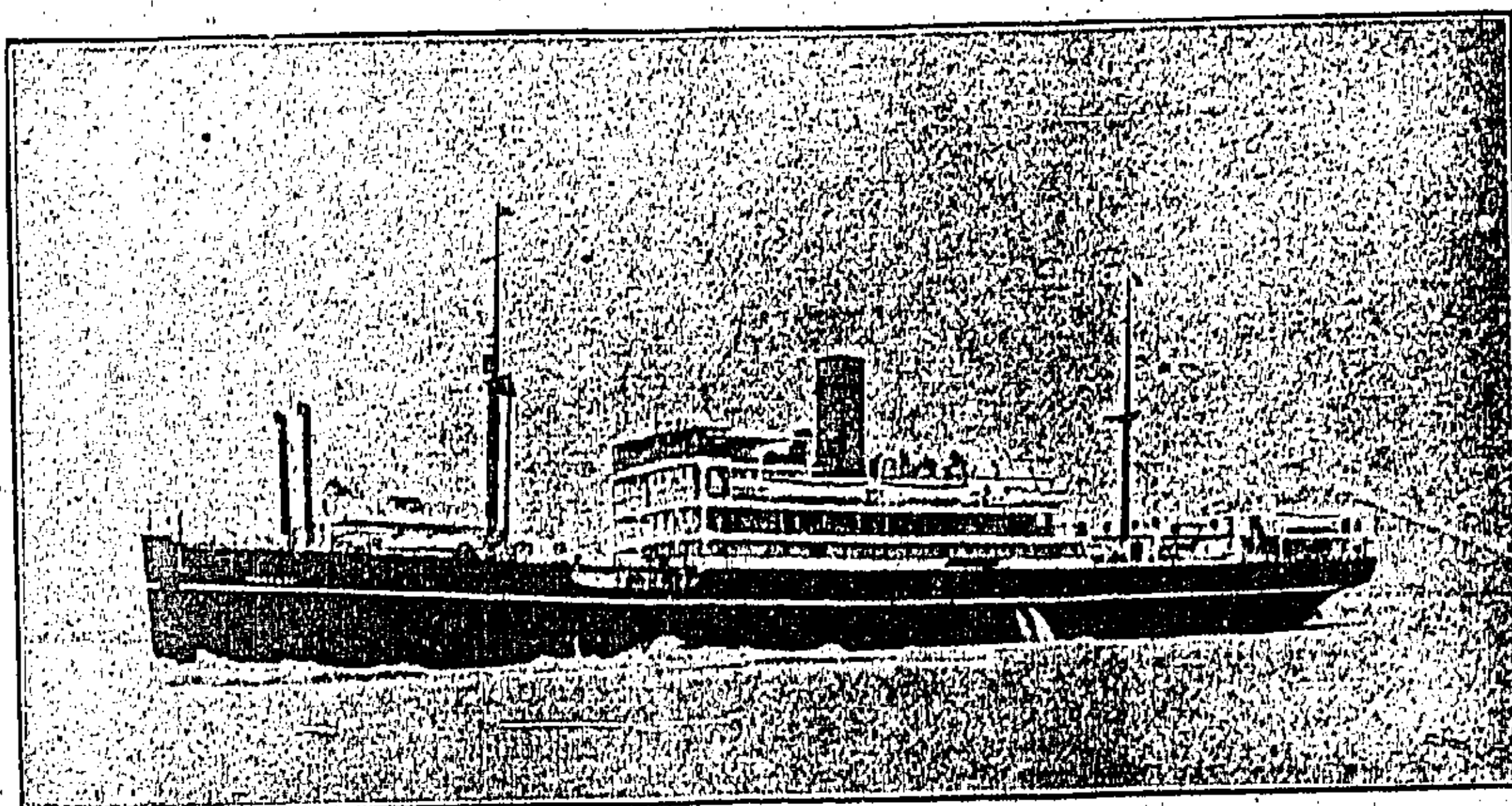
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"PATROCLOS" 27th July. Marseilles, London, R'dam & Glasgow
"MAEHAON" 31st Aug. Marseilles, London, R'dam & H'burg.
"ANTENOR" 24th Aug. Marseilles, London, R'dam & Glasgow
"PERSEUS" 6th Sept. Marseilles, London, R'dam & H'burg.
* Call at Cebu, Manila.

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"TEUCER" 15th Sept. Genoa, Havre, Liverpool & Glasgow
"LYCAON" 20th Oct. Genoa, Havre, Liverpool & Glasgow
"TITAN" 20th Nov. Genoa, Havre, Liverpool & Glasgow

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"TYNDAREUS" 23rd July. ... Victoria, Vancouver & Seattle
"PROTESILAUS" 13th Aug. ... Victoria, Vancouver & Seattle

NEW YORK SERVICE
"HELENUS" 30th July. ... New York, Boston & Baltimore
"MENTOR" 26th Aug. ... New York, Boston & Baltimore

PASSENGER SERVICE
via SHANGHAI
"ANTENOR" 24th July, daylight, Shanghai.
"PATROCLOS" 27th July. ... Singapore, Marseilles & London
"ANTENOR" 24th Aug. ... Singapore, Marseilles & London
"TEUCER" 5th Oct. ... Singapore, Marseilles & London
"AENEAS" 1st Nov. ... Singapore, Marseilles & London
Also cargo steamers with limited passenger accommodation at specially reduced rates.
For freight and passage rates and information apply to:—
Butterfield & Swire,
Agents.

**QUICKEST TIME ACROSS THE PACIFIC
TO VICTORIA & VANCOUVER.**

SAILINGS 1927.

STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Van'over
EMPERESS OF CANADA	Aug. 3	Aug. 6	Aug. 9	Aug. 12	Aug. 21
EMPERESS OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept. 11
EMPERESS OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2
EMPERESS OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 23
EMPERESS OF RUSSIA	Oct. 26	Oct. 29	Nov. 1	Nov. 4	Nov. 13
EMPERESS OF ASIA	Nov. 16	Nov. 19	Nov. 22	Nov. 25	Dec. 4
EMPERESS OF CANADA	Dec. 7	Dec. 10	Dec. 13	Dec. 16	Dec. 25
EMPERESS OF RUSSIA	Jan. 4	Jan. 7	Jan. 10	Jan. 13	Jan. 22

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

SPECIAL FARES TO EUROPE
£120 £112 £83

All first and second class rooms on the "Empress of Canada," "Empress of Asia" and "Empress of Russia" are fitted with hot and cold running water.

HONGKONG—MANILA SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 9	Aug. 11	Aug. 20	Aug. 22

EMPERESS OF RUSSIA

CANADIAN PACIFIC EXPRESS
TRAVELLERS CHEQUES
PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department:	Tel. C. 752.	Cables: "GACANPAO."
Freight and Express:	Tel. C. 42.	Cables: "NAUTILUS."

HONGKONG, CANTON & MACAO STEAMERS.
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

CANTON LINE.
Sailings from Hongkong—Daily at 1 a.m.
Sailings from Hongkong—s.s. "KINSHAN"—Tuesday, Thursday, and Saturday at 8 a.m.
Sailings from Canton—Daily at 3 p.m.
Sailings from Canton—s.s. "KINSHAN"—Monday, Wednesday and Friday at 8 a.m.

s.s. "LUNGSHAN" berths on arrival in Hongkong on Monday, Wednesday, and Friday at Company's Wing Lok Street Wharf. All steamers will, as usual, leave for Canton from the Hongkong Wharf.

MACAO LINE.
FROM HONGKONG: 8 A.M. and 2 P.M. (Weekdays only).
FROM MACAO: 8 A.M. and 2 P.M. (Weekdays only).

SUNDAY EXCURSION.
On Sunday, the 24th July s.s. "SUI AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 3.30 P.M. Return Saloon Passage Fare \$5.00.
SPECIAL TIFFIN \$1.50.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hong-kong (about)	Destination
KALYAN	9,144	2nd Aug.	M'los, Casa Blanca L'don A'warp & Hull
NYANZA	7,023	3rd Aug.	Straits & Bombay
KASHGAR	9,005	6th Aug.	Marseilles, L'don & A'warp
RAWALPINDI	16,619	20th Aug.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

SANTHA	7,754	12th Aug.	S'pore, Penang & Calcutta
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EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	29th July.	Manila, Sandakan, Thura.
TANDA	6,956	2nd Sept.	Island, Townsville, E'bano.
ST. ALBANS	4,500	30th Sept.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hioho, Oebu, Kolsbagan, Tawao, Timor, Darwin, or other ports en route as indicated on offers.
Frequent connections from Australia with the following—
The Union S. S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co's Steamers to Southampton and London via Fasnia Canal.

SAILINGS TO SHANGHAI & JAPAN

GARHETA	5,327	28th July.	S'hai, Moji, Kobe, & Osaka
DEVANEA	8,155	5th Aug.	S'hai, Moji, Kobe & Yokohama
TANDA	6,956	9th Aug.	Moji, Kobe, Osaka & Yokohama
MOREA	10,953	19th Aug.	Shanghai
NAGASAKI	5,283	30th Aug.	S'hai, Moji, Kobe & Yokohama
KHYBER	9,114	2nd Sept.	S'hai, Moji, Kobe & Yokohama
ST. ALBANS	4,500	6th Sept.	Moji, Kobe, Osaka & Yokohama

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., C., Agents.

GLEN LINE.

Fare Hongkong to London £32.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "PEMBROKESHIRE" (Via Oran)	29th July.
Motor Vessel "GLENOGLE" (Via Oran)	24th Aug.
Motor Vessel "GLENGARRY" (Via Oran)	21st Sept.
Motor Vessel "GLENLUCE" (Via Oran)	19th Oct.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENAMOY"	28th July.
Motor Vessel "GLENGARRY"	4th Aug.
Motor Vessel "GLENAPP"	18th Aug.
Motor Vessel "GLENLUCE"	6th Sept.
Steamship "CARMARTHENSHIRE"	18th Sept.

For freight, passage and further particulars, apply to:
JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

BOSTON, NEW YORK & BALTIMORE.

JOIN SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "HELENUS"	via Suez Canal	30th July.
S.S. "CITY OF BEDFORD"	via Suez Canal	9th Aug.
S.S. "MENTOR"	via Suez Canal	26th Aug.
S.S. "CITY OF NORWICH"	via Suez Canal	11th Sept.

Steamers proceed via Suez Canal or Panama Canal at owner's option.

Subject to Change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LD., HONGKONG.
Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS. VIA MANILA, AND THURSDAY ISLAND. Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due HONGKONG ON OR ABOUT	Sails HONGKONG ON OR ABOUT
CHANGTE	9th August	16th August
TAIPING	6th September	13th September
CHANGTE	11th October	18th October
TAIPING	8th November	15th November

For Freight & Passage, apply to—**BUTTERFIELD & SWIRE, Agents.**
Tel. C. 36.

HOMESTEAD ABANDONED.

CREW BEING TAKEN TO BOMBAY.

Bombay, July 22.

The steamer Homestead has been abandoned by her crew which have been taken off by the Aungmyan which is proceeding to Bombay.—*Reuter.*

[A yesterday's *Reuter's* message announced: "A report from Colombo states that the British steamer Malakuta reports that the American steamer Homestead from Cocanada to New York, in Latitude 12.30 north, Longitude 72.50 east, is sinking fast. The Japanese steamer Indus Maru is close by."]

PASSENGERS.

ARRIVED.

Per s.s. Macedonia from Japan, via ports, July 22.—Mr. J. M. Marshall, Miss F. Sherman, Mr. E. K. Chang, Mr. W. K. Chung, Mr. F. A. D'Costa, Mr. B. Lin, Mr. E. K. Lin, Capt. E. Andrew, Mr. P. M. Arriaga, Mr. G. A. P. Xavier, Mr. N. Yuen, Mr. Wu, Mr. S. C. Chow, Mr. S. J. Chan, Mr. H. K. Wong, Miss Wong.

Per s.s. Mishima Maru from Manila, July 21.—Mr. Gaganmull Sedmull, Mrs. Christina Box, Mr. Agnes Ferrando, Mr. A. Henry Mulloch, Mrs. Charlotte Malloch, Mr. Law Poo, Mr. Lee Chun, Mr. Tong Ong, Master Mano Ong, Miss Pelor Ong, Mrs. Maria Herrera, Mr. Mui Yap, Mr. E. S. Ostrander, Mrs. A. Hughes, Miss Annie Sydenham, Mr. William D. Ross, Mrs. Dorothy D. Ross, Mr. Ernest Parlos, Mr. Tin Tai Nai, Mrs. Martha Ray, Master Donald Ray, Mr. Yoshio Kushi, Kushi, Mr. D. P. Williams, Mr. Kogenta Miyawaki, Mr. C. Mackay Bromley, Mrs. M. Annie, Mr. Walter C. Cain, Mr. John Barry Evans, Mr. Joseph Edward King, Mr. Bernard Mangun, Mr. Matsutarch Nakajima, Mr. Tomirch Nagase, Mr. Rokurch Nagase, Mr. John Smyth, Mr. Matsutarch Nakajima, Mr. Tomirch Nagase, Mr. Rokurch Nagase, Mr. John Smyth, Mrs. Emma Smyth, Mrs. Mary M. Thurburn, Mr. Hugh T. Wilson, Mrs. Florence Wilson, Mr. Tullie Wollaston, Mrs. Teru Yamazaki, Mr. Kisabuchi Yamamoto, Mrs. Kono Yamamoto, Mrs. Shizu Yamaji, Mr. Tetsuji Utsuki, Mr. Yoichi Ogawa, Mrs. Yoshiko Owaga, Mr. Akira Matsumoto, Miss Ida Cook, Mr. G. Sadahama.

DEPARTED.

Per s.s. Mishima Maru for Japan, July 22.—Miss Thurburn, Mr. Wilson, Miss F. Wilson, Mr. E. Grumble, Mrs. Maitland, Mr. Evans, Mr. T. Sakurai, Mr. Matsumoto, Mr. C. Cain, Mrs. Y. Seki, Prof. and Mrs. J. Smyth, Mr. and Mrs. C. Bromley, Mr. Tadokuma, Mr. T. Nagase, Mr. R. Nagase, Mr. T. Wallaston, Mr. Nokojima, Mr. and Mrs. Higleyman, Rev. Mangun, Rev. King, Mr. and Mrs. K. Matsuo, Mr. Yamaji, Mrs. Yamaji, Mr. Munetung, Mrs. Yamasaki, Mr. Y. Shibata, Mr. and Mrs. Ogawa, Mrs. Ida Cook, Mrs. Roy Mrs. Yamamoto, Mr. Yamamoto.

CONSIGNEE NOTICES.

NIPPON YUSEN KAISHA.

From EUROPE and STRAITS. The Steamship "MATSUMOTO MARU" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 25th July 1927 will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co's representatives on any Tuesday and Fridays, at 2.30 p.m. within the free storage period. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected. **NIPPON YUSEN KAISHA.** Hongkong 18th July, 1927.

PILGRIM SHIP.

THE ARMANESTAN AT SINGAPORE.

The Armanestan arrived in Singapore last week from Penang and was placed in quarantine.

During the voyage from Jeddah, says a Singapore contemporary, twenty deaths are reported to have occurred on board, and although it has been stated in some quarters that the steamer, which is a vessel of 3,320 tons net, is overcrowded, it is pointed out in local shipping circles that steamers of similar tonnage are conveying quite as many pilgrims as this vessel, namely, 1,173.

The steamer left Jeddah on June 18th, and arrived at Colombo on July 3rd. On arrival three cases of smallpox were disembarked. Colombo reports state that sixteen deaths occurred during the voyage to that port. Between Colombo and Penang three further deaths occurred, one from senile decay, one from pneumonia and a third through fever, the pilgrims being two men and one woman. One case of smallpox was disembarked at Penang.

On arrival in Singapore, the master of the vessel reported the above deaths and also mentioned that two members of the crew had died prior to their arrival in Colombo, both quartermasters. They both died of gastro-enteritis, one on June 30th and the other on July 3rd. The chief steward died of beriberi at Jeddah.

The port health authorities point out that the majority of the deaths were due to natural causes and could not be attributed to disease on the vessel. The vessel is being held in quarantine for the usual period in the case of smallpox reports.

CONSIGNEE NOTICES.

THE BEN LINE STEAMERS, LTD.

From LEITH, MIDDLESBRO', ANTWERP, LONDON and STRAITS.

The Steamship "BENLEI"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 11th August, 1927, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO., LTD.** Agents.

Hongkong, 21st July, 1927.

LONDON VIA ITALY.

THE NEW M.V. **VIMINALE** of 8857 tons

with excellent passenger accommodation and exquisite cuisine will sail hence at

5 p.m. on 27th July

For BRINDISI, VENICE & TRIESTE via SINGAPORE, COLOMBO, ADEN, MASSAUA & SUEZ CANAL.

Taking through passengers to LONDON.

For particulars please apply to—

DODWELL & CO., LTD.

Agents.

Queen's Building, Tel. C. 1030.

AUSTRAL-CHINA NAVIGATION CO.**S.S. "CALULU"**

will sail hence on the

4th AUGUST

For SYDNEY, MELBOURNE & ADELAIDE

via Haiphong, Manila, Sandakan, Balikpapan, Rabaul

Samarai and Noumea.

For Freight and Particulars Apply to

DODWELL & CO., LTD.

Agents.

Tel. No. Central 1030.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE

S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 14th August.

S.S. "KABINGA" ... Havre, London, Rotterdam & Hamburg ... 28th August.

AUSTRALIA AUSTRAL-EAST INDIES LINE

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne, and Sydney and vice versa.

Through Freight and Passenger booking from Hongkong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE... AMERICAN & MANCHURIAN LINE

S.S. "CITY OF BEDFORD" ... via Suez Canal ... 9th August.

S.S. "CITY OF NORWICH" ... via Suez Canal ... 11th September.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK AMERICAN & ORIENTAL LINE

S.S. "OLIVEBANK" ... via Suez Canal ... 1st October.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOW" ... From Hongkong ... 5th August.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply—

Telephone Central 4791.

THE BANK LINE, LTD.**N.Y.K. LINE**

REDUCED RATES TO EUROPE via SAN FRANCISCO.

S.S. 4112 4110 4102 4093; G\$440, G\$420 via SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

Siboria Maru (Calls Keelung) Tuesday, 26th July, at 10 a.m.

Taiko Maru Friday, 12th Aug.

Tosyo Maru Monday, 22nd Aug.

*Calls Los Angeles, Omitting Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.

Hakusan Maru Saturday, 30th July, at 11 a.m.

Kitano Maru Saturday, 13th Aug. at 11 a.m.

Haruna Maru Saturday, 27th Aug.

SYDNEY & MELBOURNE via Manila & Ports.

Mishima Maru Wednesday, 24th Aug. at 11 a.m.

Tango Maru Wednesday, 21st Sept.

BOMBAY via Singapore & Colombo.

Bangoon Maru Thursday, 28th July.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.

Gimyo Maru Friday, 15th Aug.

SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.

Kamakura Maru Thursday, 11th Aug.

NEW YORK and/or BOSTON via PANAMA.

Tatsuno Maru Wednesday, 10th Aug.

Calcutta Maru Thursday, 25th Aug.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

Lyons Maru Friday, 8th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

Osaka Maru Saturday, 23rd July.

Tottori Maru Monday, 8th Aug.

NAGASAKI, KOBE & YOKOHAMA.

Tango Maru Friday, 19th Aug.

SHANGHAI, KOBE & YOKOHAMA.

Toyohashi Maru Monday, 25th July.

Kamo Maru Saturday, 30th July.

Sado Maru Saturday, 30th July.

Katori Maru Monday, 8th Aug.

For further information apply to— **NIPPON YUSEN KAISHA.**

Tel. Central Nos. 292, (private exchanges to all Depts.)

**REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.**

Steamers	From	Expected on or about	Will leave on or about	For
Tjisaroea	Batavia	24th July	28th July	Shanghai
Tjikarang	S'hai, K'lung	26th July	28th July	Batavia
Tjilak	Java, Mesr	1st Aug	3rd Aug	Amoy, N. China
Tjibodas	N. China	1st Aug	3rd Aug	Batavia
Tjilondari	Batavia	7th Aug	10th Aug	Shanghai
Tjisaroea	S'hai, K'lung	9th Aug	11th Aug	Batavia
Tjimanoeck	Java, Mesr	15th Aug	17th Aug	Amoy, N. China
Tjikini	N. China	15th Aug	17th Aug	M'ksar & Java

*Via Macassar
*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia. For Freight and Passage apply to the **Java-China-Japan Lijn.**

HOLLAND EAST ASIA LINE

OF THE United Netherlands Navigation Company,



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.

S.S. ZOSMA 7th August.

S.S. OOSTERK 4th September.

Arrivals From Europe.

S.S. OOSTERK 25th July.

S.S. OUDERK 22nd August.

All steamers have a limited accommodation for passengers.

For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN,

Tel. Central No. 1574, Agents, York Building.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

LOADING DIRECT FOR

BARCELONA, ROTTERDAM, HAMBURG

and SCANDINAVIAN PORTS.

M.V. "BENARES" Loading about

M.V. "NANKING" 8th August.

M.V. "DELHI" 1st Sept.

M.V. "DELHI" 27th Sept.

FOR SHANGHAI and JAPAN PORTS.

M.V. "DELHI" 19th August.

For further particulars apply to the

Agents: **GILMAN CO., LTD.** Hongkong.**G. E. HUYGEN** Canton.

HOTELS.

THE HONGKONG
HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND

SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL:
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS.
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms,
newly renovated and installed with Box Spring Beds, Hot and
Cold Water, also Telephone. All Trams pass in front of
Hotel. Most Moderate Rates in the Colony.
Hotel launch meets all steamers.
Dining Room and Lounge now open to the Public.

PROF. C. THERESSE
and

MISS MARGUERITE SENOUR
will give Exhibition Dances every
TUESDAY & FRIDAY
5 to 6.30 p.m.

Tel. Add Victoria.

Telephone C.373.
J. H. WITCHELL,
Manager.

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Famous for its Comfort, Conven-
ience, Appointments and Cuisine.
You'll be proud to stay at the Savoy.

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UNDER THE SAME MANAGEMENT.

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PREMIER HOTEL IN KOWLOON
Modern Toilet System.
Elevator and Telephones to each floor.

Smoking Room and Saloon Bar. First Class Billiard Table
Recently renovated throughout.

Manager's Personal Attention

Tels. K. 608-609.
Cables KOWLOTEL HONGKONG

H. J. WHITE
Manager

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Tel. Kowloon No. 8

Tel. Address "PALACE."

Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans throughout.
Every Room with Private Bath, Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE

Cables:—
"EUROPE"
Singapore.

HOTEL

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

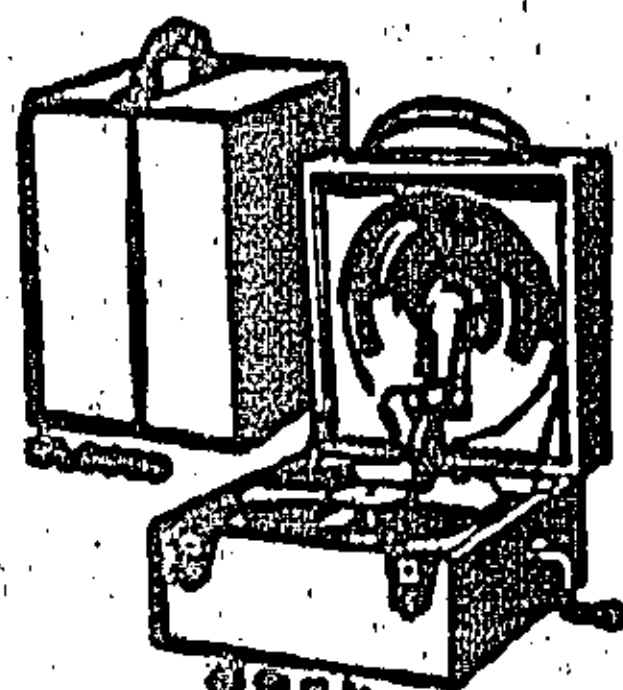
THE EUROPE HOTEL. LTD.

Arthur E. Odell, Managing-Director.

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THE PORTABLE GRAMOPHONE

So light and compact that you can
carry it with ease; so well disguised
that, closed, no one would imagine it
to be a gramophone. Open and play-
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tone of gramophones many times
its size and price. A world-wide
demand testifies to its popularity
and superiority.



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should also be addressed.
Made by "DECCA," London, England.
Proprietors: Gramophone & Bell, Limited.

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

PROTEST BY ENGLISH
PEER.

LORD HOWARD DE WALDEN
OFFENDED.

PUBLISHERS' APOLOGY.

London, June 22.—Lord Howard
de Walden has taken exception to
the use of a name in the novel
"The Madonna of the Sleeping
Car," published by Messrs. T.
Werner Laurie, Ltd., as a result
of which the publishers have had
to call in all the copies of the book
issued and strike out the fictitious
name which Lord Howard de Wal-
den thinks might be regarded as
referring to him. The passage in
the novel reads:

"Then I will continue," said the
Professor, referring once more to
his paper.

"Lady Wynham's devoted admir-
ers in chronological order have
been Lord Howard de Wallpen,
the Duc de Massignac, Secretary
at the Embassy, George Wobblly,
the burlesque singer, Somerset
Whiffle, M.P., and Lee Tito, the
dancer at the Ambassadors."

"Best Amends"

The publishers have now struck
out the name "Lord Howard de
Wallpen," and issued the follow-
ing:

With reference to the passage
on page 16 of our publication
"The Madonna of the Sleeping
Car" it has been pointed out to
us that one of the characters
therein mentioned might possi-
bly be identified as Lord Howard de
Walden by reason of the unfortu-
nate similarity in the fictitious
name employed.

FINALIST.



Charles Whitecombe, who
meets Ted Ray in the Glen-
eagles golf tourney final.

We desire, therefore, to take the
very earliest opportunity of stat-
ing to his lordship and the public
that every step possible is being
taken by us to correct any false
impressions which may have been
produced by the unhappy choice
in the name of a purely fictitious
character and our publication of
the same, and we trust that Lord
Howard de Walden will accept
this full and frank acknowl-
edgment of our unintentional error,
and this expression of our regret
and apology, in the spirit in which
it is offered and as the best
amends it is in our power to make.

T. Werner Laurie, Ltd.

Lord Howard de Walden in-
formed *The Daily Mail* last night
that he had approved the terms of
the withdrawal announced by the
publishers and did not desire to
make any further statement.

U.S. Police Ban.

London, June 23.—Information
reached London yesterday that the
police authorities of Boston U.S.A.,
have banned the circulation of the
novel "The Madonna of the Sleep-
ing Car," in regard to the British
edition of which, as stated in *The
Daily Mail* yesterday, the London
firm of publishers, Messrs. T. Wer-
ner Laurie, Ltd., have tendered an
apology to Lord Howard de Wal-
den because one of the characters
in the book might be identified,
from a similarity of names, as
himself.

"The Madonna of the Sleeping
Car" is a translation of a French
work of fiction by Maurice Deko-
bra, and in the original the name
of Lord Howard de Walden is
used. This was changed in the
British edition to Lord Howard
Dewallpen, but, as far as possible,
an effort has been made to with-
draw from circulation copies of
the book containing the name in
this form.

In the copies printed yesterday
a blank appeared, and in the fur-
ther reprints to be made to-day the
head of the firm of publishers
stated last night that his own sur-
name will be used and the charac-
ter described as Sir Thomas
Laurie.

TREKKING SOUTH TO
PANAMA.

DESCRIPTIVE STORY OF THE
CANAL.

PLACE OF CONTRASTS.

So many hundreds of thousand
of people have passed through the
Panama Canal that it seems hard-
ly worth a detailed description.
It is, of course, a marvellous piece
of engineering, but any great na-
tion with an unlimited purse and
a complete autocrat could have
accomplished the same feat.
Colon, the chief city at the Atlan-
tic end of the canal, was rebuilt
after having been burnt down dur-
ing the Revolution in 1885. The
roads are goods and straight, lit
with electricity, and were once
well-paved. As the steamer ap-
proaches the shore one sees on the
right an enormous breakwater
nearly 12,000ft. in length; this
forms one side of a magnificent
harbour. Away to the right is the
American suburb of Christobal,
which is within the canal zone and
much better kept than Colon, al-
though the Americans have pretty
well complete control of the latter
city, and are entirely responsible
for its sanitation. The border
line between the Republic of Pan-
ama and the canal zone runs down
the main street, and hence the
former side is as wet as a tropical
downpour; the west side is as dry
as a desert in Mexico.

The actual length of the canal
is rather less than half that of
the Suez Canal, but it is a little
bit broader in its narrower parts
and decidedly deeper; from coast
to coast is 42 miles. One of the
impressive parts of it is Gatun
Lake, into which the waters of the
Chagres River have been diverted.
This is probably the largest area
of artificially made inland sea in
existence. It covers 164 square
miles, but it cannot be very deep,
as all along the course the tops
of dead trees stand out, generally
about 10ft. to 20ft. above the level
of the water. The Culebra Cut is
perhaps the most striking feature;
it is nine miles long, and the
amount of earth removed to make
it amounted to some hundred mil-
lions of tons. Unfortunately its
walls are always sliding down,
and it is said its bottom is always
rising up; at any rate it is a great
anxiety and expense for those re-
sponsible for the canal.

Confusion.

Panama is a rather confusing
city. There is old Panama, about
half-an-hour by motor-car from
the town, and a very wonderful
place it is. A very gigantic
church tower still dominates the
scene; there are, further, the very
fine walls of a church left stand-
ing. The Spaniards built for
eternity. Had it not been for
Henry Morgan burning and des-
troying the place, it would have
been one of the most interesting
spots on the Pacific coast.

The town of new Panama is
like Colon, a very mixed-up affair.
It has a native town, which runs
into the American suburb of An-
con, where is the Tivoli Hotel, on
the usual American scale; the
shops are good, the roads are fair-
ly wide. The palm-fringed shore
is beautiful, and close to it is the
new British Legation, which was
first used by the Duke of York
during his recent visit. The Pac-
ific entrance is at Balboa, two
miles to the west of Panama.

The really interesting feature
about the canal, however, is the
gigantic fortifications the Ameri-
cans have erected, in spite of
treaties they have made, at both
ends of the canal. The fortifica-
tions on the Pacific side are con-
siderably greater than those at
Gatun, though both are very spa-
cious, and beautifully laid out,
with wonderful roads and lawns.
Ample barracks and well-built
officers' quarters line the curving
ways, and there seem to be simply
innumerable tractors, aeroplanes,
submarines, and 16-inch guns,
which are so common that their
shells were used as posts in vari-
ous parts of the grounds. The
whole makes an assemblage of
war material such as one doubts
exists in any other part of the
world, and what makes it more re-
markable is that the American
newspapers are full of articles ad-
vocating the reduction of arma-
ments and anti-Imperialism. The
cleanliness and amenity of the
forts remind one of the Imperial
College at Trinidad, and both put
to shame the faded and squalid
look of the buildings in many of
the British West Indian Islands.

The Cathedral, with its twin
towers and its dome covered with
mother-of-pearl, stands in a
square with the Episcopal Palace
on one side of the old Govern-
ment buildings—together a very
Spanish-looking corner.

BROOKLANDS SPEEDS.

BRITISH RACER REACHES
100 MILES.

London, July 16.
In the racing at Brooklands, in
the contest at any engine power
over five laps, Major Campbell on
a Bugatti touched 106.05 m.p.h.

MORE HINDU-MOSLEM
RIOTS.

WHAT HAPPENED IN BENGAL
VILLAGE.

BODIES NOT FOUND.

Calcutta, July 7.
In connexion with the report of
a communal disturbance at Pala-
shpara on the 3rd the Associated
Press authoritatively understands
that the facts are as follows:—
There was an outbreak of com-
munal rioting in some village in
Tehta police station of Meherpur
sub-division in the district of
Nadia on July 3. As far as has
been ascertained, rioting began
on the morning of the 3rd instant
with an attack by a large body of
Mahomedans on the Hindu village
of Ramnagar in the course of
which one Hindu and one Mahome-
dan were killed. Their bodies,
however, have not been found.
The majority of the Mahomedans
are believed to have come from
Murshidabad district.

Houses Fired.

On the withdrawal of the
Mahomedans from Ramnagar the
Hindus in the neighbouring village
of Rudranagar attacked Mahome-
dan residents setting fire to about
20 houses and a cutcha mosque.
Some Hindus and Mahomedans
were wounded. In the meantime
the Mahomedan party which had
attacked Ramnagar had reached
Sahabnagar which is near the
Murshidabad border and burnt
down one house. A Mahomedan
inflicted gunshot wounds on four
persons.

On the night of the 3rd a Hindu
was murdered in Palashpara by
some unknown Mahomedan and it
is said that on the morning of
the 4th three boys who were look-
ing after cattle were assaulted.
One of them is believed to be miss-
ing. No further incident took
place.

The subdivisional officer of
Meherpur reached Palashpara at
2 p.m. on the 3rd. On the evening
of the same day the District
Magistrate received a telegram
which was handed in by a con-
stable at Plassey railway station
saying that rioting was going on
at Palashpara. He and the Super-
intendent of Police left by the first
train on the 4th with a small
armed party. They arrived at
Palashpara which is 11 miles
from the railway station at 3 p.m.
having been delayed owing to the
state of the road.

Tranquillity had been restored
by the time they arrived and they
returned to Krishnagar on the
night of the 4th. Reinforcements
of armed police were sent to patrol
the disturbed village on the 5th
instant. The reason for this dis-
turbance is so far unknown.
Associated Press.

WILL HE WIN?



Ted Ray, a former open
champion, meets Charles
Whitecombe in the Glen-
eagles golf final.

An amusing story of the King
as a young man and the view he
held then of public functions is
told in "Art and Anecdote," an in-
teresting biography of the late
William F. Yeames, R.A. Then
the youthful Duke of York, the
King told Mr. Yeames that he
would rather enjoy the Academy
banquets if only they would leave
out the speeches and not put him
near his uncles, as he saw enough
of them at home!

Entertainments

BIG PROGRAMME

at THE QUEEN'S

CHARLIE CHAPLIN

in

A Reissue of his Famous Comedy,

SHOULDER ARMS

ART ACORD

in

Fifty Minutes of Thrills

THE TERROR

also

By Request

at all Performances

TRUMPETER ALFRED GREEN

CORNET SOLOIST

WORLD

THOMAS MEIGHAN

in

TONGUES of FLAME

STAR

THE WRONG

Mr. WRIGHT

LEO PODOLSKY

assisted by

MME. VERA MIROVA

The famous premiere danseuse

will give one concert only

on

MONDAY, AUGUST 8th

at 9.30 p.m.

at

The Queen's Theatre.

"Poet at the Piano."

"One of the few and rare personalities in Music."

"He has an expressive lyricism which charms the ear, and
which depends upon subtlety of rhythm, touch and
tempo to make his music agreeable to the fancy and to
the judgment at once."

"Podolsky's talents are worthy of exploitation in the artistic
holly of holies. After hearing him play the Bach-Liszt
'Wailing, Crying, Moaning, Sighing' and the little
heard 'Davidsbuecher Tonz' it was easy to foresee
that his career in the United States is assured."

The above excerpts from the leading papers of Chicago when
Podolsky recently performed there at the Studebaker
Theatre speak for themselves.

Booking opens to-day at Moutrie's

Prices: \$3, \$2 & \$1.

A nurseryman who cultivates

thistles in a hot house has sup-
plied four dozen full bloomed, per-
fect specimens—very much "out of
season"—for table decoration at a
private dinner in London. The
thistles were wanted for a dinner
at which Sir W. S. Crawford was
being entertained in recognition
of the K.B.E. conferred upon him
in the Birthday Honours List.
Efforts made by the promoters to
find thistles either in England or
Scotland failed. Messrs. White-
ley's, who were appealed to, sent
cables to the warmer parts of
Europe, but without success, and
the promoters were faced with the
necessity of using artificial thistles.

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's questions:—

1. Sir Francis Drake, when he burned the
ships in Cadiz Harbour. 2. March 1 to June
18, 1815. Between Napoleon's escape from
Elba and Waterloo. 3. The Eiffel Tower, 636
feet. 4. The long pendant part of a cap or
hood worn in the middle ages. 5. Queen Anne.
6. (a) Russia, (b) Tataria. (c) New York.
7. A prehistoric monster. 8. Fensford, 620
rums. 9. John Gay. 10. (a) Alessandro di
Mariano di Varma, (b) Jacopo Robusti, (c)
Piero Venturi. 11. "Die Yem." Dresden.
12. Captain Webb. 13. Because they did not
raise them to Queen Elizabeth when she
visited the school, she deemed that they should
henceforth go bareheaded. 14. A Scottish ex-
pression for a turkey. 15. Amateur Athletic
Association.

ties when Whiteley's discovered
the "thistle nursery" at Woking.